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No. 145. 13th YEAR. JULY, 1966 Published first Thursday of the month Price Sixpence



Capt. M. F. Fell, R.N.

IN THE ATTACK ON TIRPITZ

H.M.S. Ark Royal's commanding officer is Capt. M. F. Fell, R.N., who joined the Royal Navy in 1938 from Harrow.

One of the Navy's most distinguished aviators, winning the D.S.O. and D.S.C. during the Second World War, he also took part in the Fleet Air Arm attack on the Tirpitz.

HOME FLEET ASSEMBLY

The annual Home Fleet Assembly is taking place at Rosyth in the Firth of Forth and 16 ships are taking part.

The assembly, which started on July 1 and lasts until July 11, is led by H.M.S. Tiger, flagship of Rear-Admiral M. P. Pollock, Flag Officer, Second-in-Command, Home Fleet. Ships are not open to the public.

Girls aboard warship

Two girls were aboard H.M.S. Fife when the guided missile destroyer arrived at Portsmouth on June 27, having joined the ship at Glasgow five days previously.

The feminine additions to complement were Mrs. Joan Hayter, a senior scientific officer, and Miss Jill Wicken, assistant experimental officer.

They are working as computer programmers operating the Fife's most advanced forms of ship-to-air guided missiles.

The reason they have been chosen for the work it that the Navy is short of men computer programmers.

ONE CRUISE AND THEN THREE-YEAR REFIT

'ARK' RETURNS TO PLYMOUTH

H.M.S. Ark Royal returned to Plymouth on June 13 after a year abroad, spent almost entirely on the Far East Station, having sailed from Devonport on June 17, 1965.

Families gave a warm welcome to those on board when the ship reached the dockyard at the end of her 65,000 miles of steaming East of Suez.

Immediately before her return home, the "Ark" was carrying out the second of her surveillance patrols in the Mozambique Channel.

The carrier had previously been on patrol in the same waters in March when the combination of air search and escort patrols inshore led to the eventual frustration of the Ioanna V and the Manuela.

During the last patrol, 12¼ million square miles of ocean were surveyed, and 500 ships located and identified. During the month of May alone, Ark Royal steamed 12,000 miles.

'TOPPED-UP' AT SEA

To enable the carrier to carry out her work without interruptions, Ark Royal embarked food from a store ship on the port side at the same time as taking on fuel from a Royal Fleet Auxiliary tanker on the starboard side. The ship was the first exponent of this "three ship replenishment-at-sea" manoeuvre.

During the May patrol, 350 tons of dry stores and 19,000 tons of liquid fuels were transferred.

The present commission of Ark Royal started in November, 1964, following a refiit.

On arriving on the Far East Station she took part in fleet exercises, and later visited the Philippines and Hong Kong.

Christmas 1965 was spent in the warm welcome of Fremantle, Western Australia, and since then the ship has been operating in the Indian Ocean and the Mozambique Channel.

After a spell of leave the carrier will resume her role with the Home Fleet in the Autumn exercises, before returning to Devonport in October to commence the three-year, £30 million refit announced in the Defence White Paper.



A Scimitar of 803 Squadron about to land on the carrier H.M.S. Ark Royal.

All the latest at Portland open day

HARBOUR trips aboard a minesweeper, tours of modern warships, submarines, and fast patrol boats, and an opportunity to see the Navy's helicopters—these are among the attractions for this year's Portland Naval Base At Home, to be held on the afternoons of July 30 and 31.

The ships are of special interest—the guided-missile destroyer H.M.S. London; the brand-new H.M.S. Sirius and also H.M.S. Phoebe, both of the Leander class; and two destroyers of the Federal German Navy.

There are large-scale models of H.M.S. Victorious and H.M.S. Hampshire, with ingenious working features.

The interesting programme will give residents and holidaymakers a clear picture of the task carried out at Portland under the command of the Flag Officer Sea Training.

NAVY DAYS

Navy Days at Plymouth and Portsmouth will be held on August 27, 28 and 29

In other pages

Special feature on the Royal Marines (centre spread).
Life in the Far East by the wife of a Petty Officer (page 4).
Place of the Field Gun competition in the 'sixties (page 8).
Usual popular features—drafting forecast (2), letters (5), families' page (4), submariners' corner (7), Royal Naval Association news (12), sport (16), and Miles' cartoon (8).

Polaris submarines big as H.M.S. London

WHEN the Minister of Defence for the Navy (Mr. J. P. W. Mallalieu) opened the £9¼ million Polaris school at Faslane on June 30, the Chief Polaris Executive (Vice-Admiral Sir Hugh Mackenzie) said that the Polaris submarines would be roughly comparable in displacement to a guided missile destroyer such as H.M.S. London.

The school, which is for the training of the Polaris weapon system crews only, taking over for the Royal Navy the instruction previously given in America, contains a complete mock-up of a Polaris launching equipment.

The first submarine, H.M.S. Resolution, to be launched by Queen Elizabeth, the Queen Mother, in September, will begin her operational patrols in mid-1968, and the other three—Renown, Repulse and Revenge—will follow at about six-monthly intervals.

Accommodation for the personnel working at Faslane—about 2,000 eventually—has had a high priority. Many houses are ready, and the Second Sea Lord (Admiral Sir Desmond Dreyer), who was present at the opening, drew attention to the social facilities which would be available for those serving in nuclear submarines.



All out for honours

No picture could hope to give a real idea of the enormous zest and effort of a field-gun run, and for first-time spectators at the Royal Tournament it is a heart-in-the-mouth excitement and tension.

The photograph is of the Portsmouth Command crew, now at H.M.S. Excellent after six years in the Royal Naval Barracks.

Under Lieut.-Cdr. D. S. Clark, R.N., they are putting extra vim into their training, determined to make 1966 a successful field-gun season.

(See also page eight)

TROPHY FOR 'FLYING WREN'

The N.A.T.O. Sports Trophy for the individual or team whose achievements in Inter-Service sport during the year are considered to be the most meritorious, was presented to P.O. Wren Deidre Anne Watkinson by the Second Sea Lord, Admiral Sir Desmond Dreyer, at Portsmouth on June 24.

Details of P.O. Wren Watkinson's successes were given in the February issue of "Navy News." Her 1965 season was outstanding. She won all four of her track events in the Inter-Services women's championships, and was a member of the team which won the relay. Her exploits gained her the soubriquet "The Flying Wren."

She also ran for the Combined Services, for England and for Great Britain.



P.O. Wren D. A. Watkinson

WHEN SERVICE IS A TWO-WAY STRETCH

The Bridport bus problem

MANY of us know the old saw about the Bridport Bus Company, and it seldom fails to raise a wry laugh in discussion about preference drafting.

To those who don't know, it refers to the body of men who climb into a bus at Guzz on Friday afternoon and set out, at considerable expense, for Portsmouth, passing around Bridport another body of men doing the same thing in reverse.

This may cause comment on the efficiency of drafting, and it has been said that Drafty must have shares in the company.

Contrary to what some people may think, Commodore Naval Drafting goes to great lengths to try to place ratings where they wish to be, and no draft is ever authorised without taking into consideration a man's latest expressed drafting preference (has your preference changed since you last rendered a Drafting Preference Card?).

FACTS OF LIFE

If he were able to do it, he would with joy in his heart despatch every man to his preference area, but let us have a look at the facts of life.

Firstly, there is the fact of imbalance between preference and availability of billets.

If the right number of men by rate and branch volunteering for a particular area were available at the right time to fill the required number of billets both ashore and afloat, then the problem would virtually be solved. But this ideal state of affairs simply does not exist.

Taking the Seaman branch as an example, there are many more Port Service complement billets in the Devonport area than there are volunteers to fill them, whereas in the Portsmouth area there are too many volunteers for the number of billets available.

WITH FAMILY

So someone *has* to be drafted. Once your draft has been ordered to an area which is not of your choosing, you may decide to take your family with you.

A further move back to your original preference area later, when a billet becomes vacant there, might then be unwelcome to you.

If you don't take your family with you, on the other hand, Commodore Naval Drafting cannot chop and change people to and fro without upsetting the organistations of the shore establishments.

All this means that some are bound to be unlucky, but I can assure you that the fact that a man is drafted to where he does not wish to be is noted on his record, and when next due for Port Service, he will have a higher priority for the area of his choice than a similar rating who has never had a ride in a vehicle of the Bridport Bus Company.

DRAFTY'S CORNER

FOR OVERSEAS

Next fact. For ships on a General Service Commission, it is a basic principle of drafting that men should be detailed for overseas service when they reach the top of the roster (see March Drafty's Corner).

If you are serving in Devonport and would like a Devonport-based ship when due, but there is no such ship commissioning when your turn comes, it is inevitable that you will have to go to some other port.

Obviously it would be most unfair to others below you on the roster if you were not drafted until a suitable ship happened to come along.

Similarly, if you are a keen volunteer for a particular station, it may be possible to meet your wishes, but the ship going there might have a base port which does not coincide with your preference—e.g., last year when men with Devonport homes who wanted to go to the South Atlantic and South America station, when next due for sea, could only achieve their aim by serving in a ship based on Portsmouth.

MIDLANDS OR NORTH

Although I have mentioned only Portsmouth and Devonport, my remarks also apply to other parts of the United Kingdom.

For example, there are over 3,000 ratings who would like to serve in the Midlands or the North of England, but there are fewer than 200 billets to be filled in these areas.

Drafty cannot possibly satisfy more than a few at a time. For men who want to be in one of the areas with very few billets, Commodore Naval Drafting is anxious that you should also indicate on your drafting preference card another area, where there are plenty of jobs, where you would also like to be.

Largely as a result of talking to you, a proposal to modify the Drafting Preference Card is now under consideration in the Ministry of Defence.

EXCHANGE

Finally, don't forget that if you want to change your draft, and if you can find a volunteer to exchange who is of the same rate and branch, on the same type of service with approximately the same period to serve

(Continued in column 6)

Advancements

CONFIRMATION has been received that the following have been advanced to the Chief Petty Officer, Chief Artificer or Chief Mechanician rate:

To Chief Petty Officer
JX 880778 G. H. M. Carson, JX 852060 R. Tabner, JX 858255 P. D. Cuthbert, JX 660489 S. S. Bowen, JX 841209 K. Pearson, JX 795792 M. J. Binstead, JX 760295 J. W. Reynolds, JX 839147 F. Allford.
To Master-at-Arms
MX 819948 T. W. A. Reed.
To Chief Petty Officer Writer
MX 810256 F. J. Bandy, MX 643332 O. V. Roberts.
To Chief Petty Officer Stores Accountant (V)
MX 710597 D. F. Shenton, MX 863839 C. Barraclough.
To Chief Petty Officer Stores Accountant (S)
MX 891459 W. A. Scott.
To Chief Petty Officer Steward
LX 885354 B. G. Jeffers.
To Acting Chief Engineroom Artificer
M 933837 L. H. Haji-Savva, MX 888953 R. K. Davis, MX 913753 R. Pattison, MX 855649 D. E. Wellburn, MX 913843 L. L. Barlow, MX 778199 F. A. Bowles, MX 608164 P. J. Young, MX 888790 W. M. Harvey.
To Chief Joiner
MX 789065 V. F. Binks.
To Chief Engineering Mechanic
KX 892326 J. Morrison, KX 851023 I. W. Simons, KX 903034 A. K. Donno.
To Acting Chief Ordnance Artificer
M 928833 D. N. H. Pritchard, M 943779 L. K. Anderson.
To Acting Chief Electrical Artificer
M 933528 R. G. Brown, MX 887776 B. O. Worsfold.
To Chief Electrician
MX 867144 D. Evans.
To Chief Radio Electrician
MX 915089 G. J. Smith.
To Chief Radio Supervisor
JX 760282 D. R. Humphreys, JX 646428 E. G. Bourton.
To Chief Radio Supervisor (W)
J 929564 R. F. Mortimer.
To Chief Communication Yeoman
JX 661373 R. A. Cooper, JX 760370 A. Adams.
To Chief Wren
114787 M. A. Cole (Radio Supervisor).
86705 I. M. Hockenhull (Steward (G)).
To Acting Chief Aircraft Mechanician (AE)
L/FX 882237 R. L. Arthurs, L/FX 850094 J. W. West.
To Chief Air Fitter (AE)
L/FX 838170 P. F. Guy, L/FX 814295 P. E. Saunders, L/FX 813495 J. A. F. Diaper, L/FX 837771 R. Mason, L/FX 799301 S. E. W. Morgan, L/FX 838039 E. H. J. Morris, L/FX 821703 R. W. T. Pearce, L/FX 852577 R. A. S. Pierce, L/FX 779108 J. A. Pinnock, L/FX 854993 P. A. Sandell, L/FX 822858 B. A. P. Wills, L/FX 816815 D. Wright.
To Chief Electrician (Air)
L/FX 850677 J. S. F. Morris, L/FX 895689 R. Brown, L/FX 850858 M. D. Ashby.
To Chief Radio Electrician (Air)
L/FX 876227 B. C. Swinn.

EXCHANGE OF SHIPS

The following rating is anxious to exchange ships. Anyone interested should write to the applicant direct. In accordance with Defence Council Instruction 1151/66 requests to transfer must be submitted to the respective commanding officers in the normal Service manner.

Shpt. i/c Lightfoot, H.M.S. Cochrane, present draft H.M.S. Rothesay (L.R.P.), at Rosyth. Will exchange with Shpt. i/c in Portsmouth area, or who has a draft to Portsmouth.

E.R.A. i/c (F) A. E. G. Boulf, H.M.S. Cochrane, on draft to Albion at Portsmouth on October 4 for refit. Home Sea Service and Foreign Service, anxious to exchange drafts with E.R.A. i/c in Scotland area.

M. (E) i/c A. Sager, Admy. Floating Dock 58, c/o G.P.O., Helensburgh, will exchange ships with M. (E) i/c in Chatham or Portsmouth area.

(Continued from column 4)
in his current draft, and providing the two commanding officers agree, Commodore Naval Drafting will normally be only too willing to approve such a request.

To help you to make contact with a volunteer, you may write direct to the Editor, Navy News, Royal Naval Barracks, Portsmouth, asking for an advertisement to be inserted. If successful in making contact, you should then request for an exchange in the normal Service manner.

H.M.S. Danae, the Leander class anti-submarine frigate which is being built in H.M. Dockyard, Devonport, will commission for trials at the end of February next, and on completion will start a General Service Commission, first at home followed by a period in the Far East.

Danae was laid down on December 16, 1964, and was named by Miss Anthea Talbot at the launching on Trafalgar Day, October 21, 1965. Miss Talbot is the daughter of Vice-Admiral Sir Fitzroy Talbot, the Commander-in-Chief, Plymouth, and she deputised for Lady Talbot who was indisposed.

COMMISSION FORECAST

CHICHESTER (A/D Frigate). July 9 at Singapore. Foreign Service (Phased) (Far East). (A).
LOCH FADA (Frigate). July 16 at Singapore. Foreign Service (Phased) (Far East). (A).
ESKIMO (G.P. Frigate). July 28 at Chatham. General Service Commission (Phased). Home/Middle East/Home. U.K. Base Port, Chatham (B).
HARDY (A/S Frigate). **GRAFTON** (A/S Frigate) and **RUSSELL** (A/S Frigate). July. U.K. Cooks (S) replace Maltese. 20th Frigate Squadron.
CLARBESTON (C.M.S.). August 1 at Portsmouth. Home Sea Service. (S.A.R. Ships. R.N.A.S. Culdrose.) Brinton's crew transfers.
BRINTON (C.M.S.). August 1 at Devonport. Port Service. Refit crew.
YARNTON (C.M.S.). August 12 at Chatham. Foreign Service (Middle East). 9th M.C.M. Squadron.
EURYALUS (A/S Frigate). August 18 at Devonport General Service Commission (Phased). Home/Far East. Captain's Command. U.K. Base Port, Devonport.
PLYMOUTH (A/S Frigate). August 22 at Chatham. Port Service. Special refit. Dockyard control.
GAMBRIAN (Destroyer). August 25 at Portsmouth. General Service Commission (Phased). Home/Far East/Home. U.K. Base Port, Portsmouth.
CORUNNA (A/D Commission). August 25 at Rosyth. Port Service. For trials. To Reserve on completion.
GURKHA (G.P. Frigate). September 1 at Rosyth. General Service Commission (Phased). Home/Middle East. U.K. Base Port, Rsyth.
DARING (Destroyer). September 1 at Devonport. Port Service. Trials crew. (Commissions November 3). U.K. Base Port, Devonport.
MINERVA FLIGHT. September at Portland. General Service Commission. Wasp.
CAVALIER (Destroyer). Mid-September at Gibraltar. General Service Commission Home/Far East/Home. U.K. Base Port, Devonport.
PUNCHESTON (C.M.S.). September 26 at Singapore. Foreign Service (Middle East). 9th M.C.M. (E).
GALATEA (A/S Frigate). September 29 at Portsmouth. General Service Commission (Phased). Home/Far East/Home. Captain's command. U.K. Base Port. Portsmouth.
ALBION (Commando Ship). September 27 onwards at Portsmouth. Home Sea Service/Foreign Service from date of sailing (East of Suez). U.K. Base Port, Portsmouth (C).
UNDAUNTED (A/S Frigate). September 29 at Chatham. Port Service. Trials crew. Commissions November 24. U.K. Base Port, Chatham.
FIFE FLIGHT. September at Portland. General Service Commission. Wessex.
BEACHAMPTON (C.M.S.). October 1 at Bahrein. Foreign Service (Middle East). 9th M.C.M. Squadron. (E).
CRAYSFORT (Destroyer). October 6 at Devonport. General Service Commission (Phased). Home/Med./Home. U.K. Base Port, Devonport.
TROUBRIDGE (A/S Frigate). October 6 at Chatham. General Service Commission (Phased). Home/Far East/Home. U.K. Base Port, Chatham (C).
AGINCOURT (Destroyer). October 6 at Portsmouth. General Service Commission (Phased). Home/Med./Home/Far East. U.K. Base Port, Portsmouth. (C).
BURNASTON (C.M.S.). October 10 at Bahrein. Foreign Service (Middle East). 9th M.C.M. Squadron. (E).
GLAMORGAN (G/M Destroyer). October 11 at Newcastle. General Service Commission. Home/Far East. U.K. Base Port, Portsmouth.
DEVONSHIRE (G/M Destroyer). October 20 at Portsmouth. General Service Commission (Phased). Home/Far East. U.K. Base Port, Portsmouth.
DUNCAN (A/S Frigate). October 27 at Rosyth. Port Service for trials.
DARING (Destroyer). November 3 at Devonport. General Service Commission. Home/Far East/Home. U.K. Base Port, Devonport.
DAMPIER (Surveying Ship). November 11 at Singapore. Foreign Service (Far East). (C).
CHAWTON (C.M.S.). November 12 at Bahrein. Foreign Service (Middle East). 9th M.C.M. Squadron. (Senior Officer.) (E).
UNDAUNTED (A/S Frigate). November 24 at Chatham. Home Sea Service. U.K. Base Port, Chatham. (C).
SHOULTON (C.M.S.). November 24 at Portsmouth. Home Sea Service. 3rd M.C.M. Squadron. U.K. Base Port, Portland.
CAMBRIAN (Destroyer). November. Chinese Stds. and Cks. (O) replace U.K. ratings.
CHILCOMPTON (C.M.S.). December 9 at Gibraltar. Home Sea Service. Trials crew at Gibraltar and Steaming crew to Aden. (Vice Kildarton).
AJAX (A/S Frigate). December 17 at Singapore. Foreign Service (East of Suez) (Phased). Captain's Command. (C).

1967

TARTAR (A/S Frigate). January 5 at Portsmouth. General Service Commission (Phased). Home/Middle East/Home. U.K. Base Port, Devonport.
PENELOPE (A/S Frigate). January 5 at Devonport. Port Service. Trials crew. Commissions February 2. U.K. Base Port, Devonport. (C).
PUMA (A/A Frigate). January 12 at Devonport. General Service Commission (Phased). Home/Far East/Home. U.K. Base Port, Devonport.
PENELOPE (A/S Frigate). February 2. Home Sea Service. U.K. Base Port, Devonport. (C).
DANAE (A/S Frigate). End of February at Devonport for trials. General Service Commission end May. Base Port, Devonport. (A).
INTREPID (Assault Ship). March 1 at Clydebank. Home Sea Service/Foreign Service East of Suez) from date of sailing.
CAPRICE (Destroyer). March at Chatham. Recommission (Phased). Home/Far East/Home. U.K. Base Port, Chatham.
DIDO (A/S Frigate). March 2 at Chatham. General Service Commission (Phased). Home/Far East/Home. Captain's Command. U.K. Base Port, Chatham.
DEFENDER (Destroyer). March 16 at Chatham. General Service Commission (Phased). Home/Far East/Home. U.K. Base Port, Chatham.
KEPPEL (A/S Frigate). March 17 at Gibraltar. Home Sea Service for trials. Commissions May 12. U.K. Base Port, Rosyth.
JUNO (A/S Frigate). April 4 at Southampton. General Service Commission. Home/Far East. Captain's command. U.K. Base Port, Chatham (A).
DUNDAS (A/S Frigate). April at Gibraltar. Local Foreign Service. L.R.P. compiment.
GLAMORGAN FLIGHT. April at Portland. General Service Commission. Wessex
DAINTY (Destroyer). May. at Portsmouth. General Service Commission (Phased). Home/Far East/Home. U.K. Base Port, Portsmouth.
DANAE (A/S Frigate). end of May at Devonport. General Service Commission. Home/Far East. Captain's command. U.K. Base Port, Devonport (A).
RHYL (A/S Frigate). May. at Rosyth. Port Service. Special Refit (Dockyard control).
LONDONDERRY (A/S Frigate). May at Portsmouth. Port Service. Special refit. (Dockyard control).
NAIAD (A/S Frigate). May at Portsmouth. General Service Commission. Home/Far East. U.K. Base Port, Devonport.
DIANA (Destroyer). May at Devonport. General Service Commission. Phased. Home/Far East. U.K. Base Port, Devonport.
KEPPEL (A/S Frigate). May 12 at Gibraltar. Home Sea Service. U.K. Base Port. Rosyth. (A).
SALISBURY (A/D Frigate). June at Devonport. Port Service. L.R.P. complement.
HAMPSHIRE (G/M Destroyer). June (tentative date). at Portsmouth. General Service Commission. (Phased). Home/Far East. U.K. Base Port, Portsmouth.
DIAMOND (Destroyer). June at Chatham. General Service Commission. Home/Far East/Home. U.K. Base Port Portsmouth.
DANAE FLIGHT. June/July at Portland. General Service Commission. Wasp.

NOTES.—It is emphasised that the dates and particulars given are forecasts only and may have to be changed—perhaps at short notice.

The term "U.K. Base Port" means the port at which the ship may normally be expected to give leave and refit.

As ratings are normally detailed for overseas service about four months ahead of commissioning date and for home service about two months ahead of commissioning date, this should be borne in mind when preferring requests to volunteer to serve in a particular ship.

Ships in which Locally Entered Cooks (S) Cooks (O) or Stewards are to be borne in lieu of U.K. ratings are indicated as follows: (A)—All Cooks (S), Cooks (O) and all Stewards (S)—Cooks (S) other than one P.O. Cook (S), all Cooks (O) and all Stewards. (C)—Cooks (O) and Stewards only (D)—Cooks (S) other than C.P.O. and P.O., all Cooks (O) and all Stewards. (E)—Leading Cooks (S) and Stewards only. (F)—Cooks (S) and Stewards only.

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And jolly stars are our Wrens



Wren Helen Jordan, aged 20, who flew from Lyneham (Wilts) to Gibraltar to star in a W.R.N.S. recruiting film.

It seems that since I qualified
To face the cold, cold world "outside"—
To drag the seaboots off my feet
And try my luck in Civvy Street—
Some startling efforts have been made
To glamorise the matelot's trade.
Each time my paper I peruse
Some gorgeous Wren is in the news—
Some stunning sprite in blue and white
With shapely form and features bright
Is adding well-dimensioned glory
To Nelson's never-ending story.
The latest Wren to catch my gaze
And win my praise in well-turned phrase
Is Helen Jordan, pert and cute,
Whose smile is certain to recruit
Each would-be tar from near and far
Who sees the film in which she'll star.
If fleeting time we could retard
I know one salt-encrusted bard
Who'd chivalrously re-engage
(Provided they ignored his age!)
While Wrens of Helen's charm and poise
Are there to hypnotise the boys. . . .

—BERNARD CAMPION

When Barrosa quelled a mutiny

QUELLING a mutiny was among the more exciting episodes in the commission of H.M.S. Barrosa, which steamed into Devonport Dockyard on June 16, returning to her home port after an absence of nearly four years.

During those years she has been employed on the Far East Station both in her role as radar picket, and in forming part of the anti-infiltration patrol network to protect Malaysia from an unfriendly neighbour.

Her captain, Cdr. D. L. G. James, R.N., is a Plymouthian, living at Newton Ferrers, and though the present ship's company of 255 officers and men have homes spread throughout the United Kingdom, about 10 per cent. are good "guzz" men.

Participation in two major fleet exercises has been included in the present commission, which began in January, 1965.

Most of Barrosa's nights at sea were spent on patrol—off North Borneo, the west coast of Malaysia, and one particularly well-worn beat in the Singapore Straits.

It was all a most necessary task, and though no big "kills" were added to Barrosa's battle honours, there was many a night when the cry of "Action Indon" sent them tumbling from their bunks.

First word of the mutiny came when Barrosa was ordered to Pulau Undau, near Malacca, to contact s.s. Hongkong Star.

A boarding party, led by Lieut.-Cdr. W. C. Kirk, R.N., went aboard and put under guard the five men of the all-Indonesian crew who had seized the ship with the intention of selling it, and seeking political asylum. The men were handed over to the Malaysian police.

Since 1962, which was the last occasion the "old girl" was in Devonport, Barrosa has steamed a total of 170,000 miles (70,650 on the present commission).

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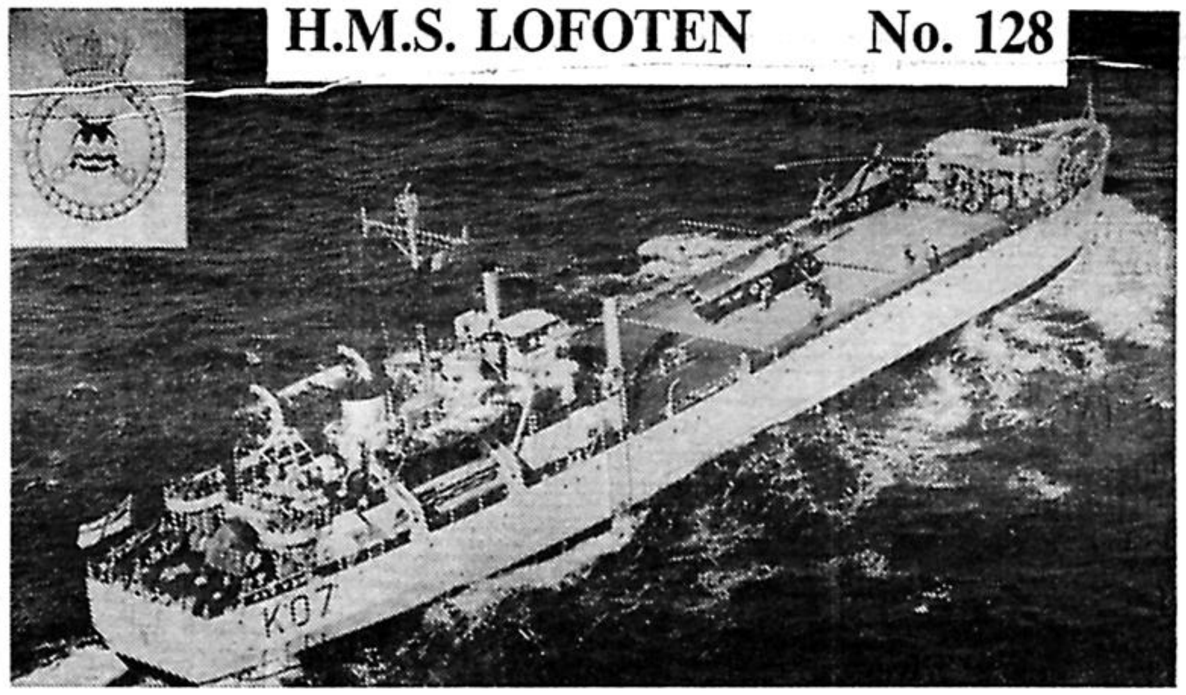
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presented the award to Lieut. S. Barnett, commanding officer.

The Boyd Badge and the Montgomery of Alamein Shield were presented to Cadet Martin Power.

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H.M.S. LOFOTEN No. 128

NAMED AFTER 'COMBINED OPS' RAID

THE helicopter support ship H.M.S. Lofoten, which can carry up to six Wessex anti-submarine helicopters, was built in 1945 as a landing ship (tank) (L.S.T.), and was converted for helicopter duties in 1964.

Lofoten operates at a distance from the main helicopter bases, thus giving great flexibility in anti-submarine operations and, by reducing transit time, increases the time the aircraft can spend on their tasks.

Helicopters can be fuelled and armed on board, and Lofoten provides limited maintenance assistance, thereby providing the aircraft with many of the facilities of an aircraft carrier, without the necessity of being a large and expensive vessel.

In the 1964/65 Navy Estimates mention was made of the building of a new helicopter support ship, and the lessons learned from operating Lofoten will be embodied in the new ship.

The ship's name commemorates one of the first combined operations raids of the Second World War in March, 1941, when mining installations were destroyed in the Lofoten Islands.

Gift from Brawdy

Petty Officer Gordon Nicholson, of R.N.A.S. Brawdy, presented a selection of "large print" books to the County Librarian at the Haverfordwest Library, on behalf of the Air Station.

The books were the result of a collection of silver paper at Brawdy, originally intended to pay for a rather complex eye operation on a young relative of one of the station's naval airmen.



P.O. Gordon Nicholson

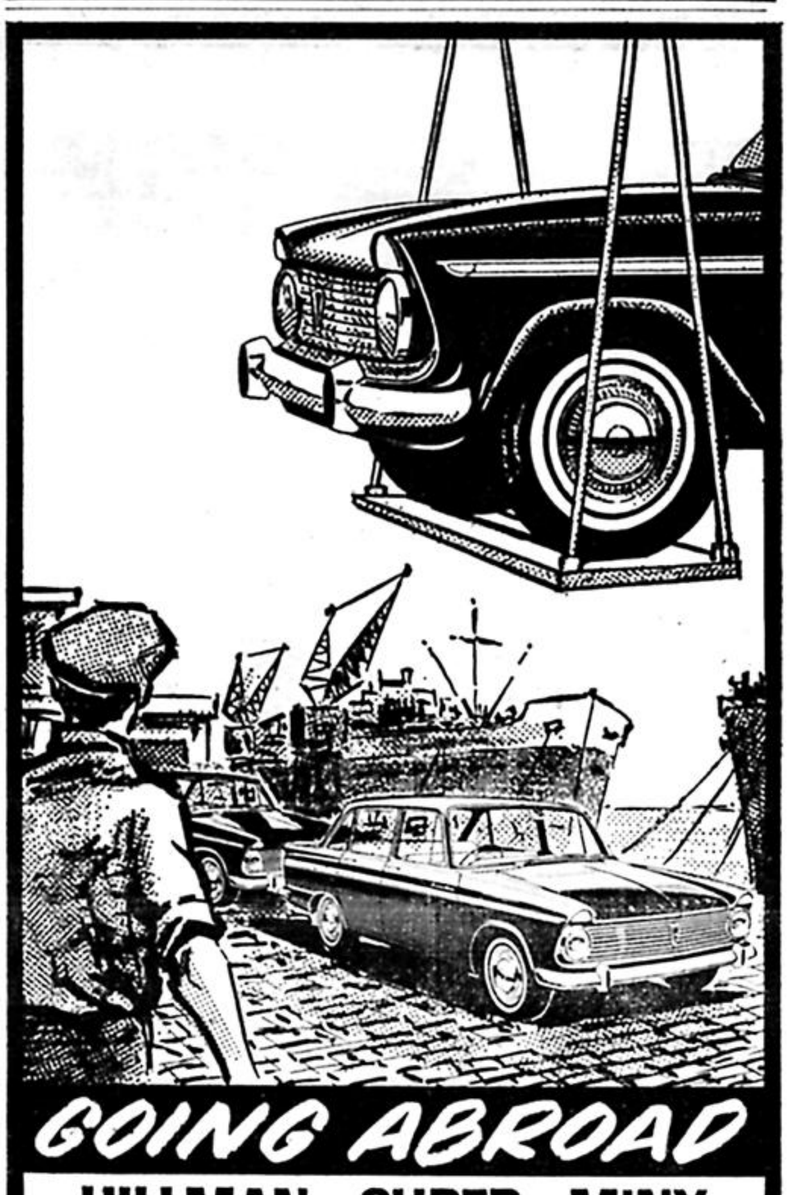
A British surgeon, on hearing of this, offered to do the operation free of charge, thus releasing the money for the purchase of the books.

Commissioning of Valiant

H.M.S. Valiant, the Navy's second nuclear-powered attack submarine, and the first all-British nuclear submarine, commissions under the command of Cdr. P. G. M. Herbert, R.N., at Barrow-in-Furness on July 18.

Valiant's function is to hunt and kill enemy submarines and surface warships

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Families' Page

PRINCESS TO VISIT ROWNER

PRINCESS Margaret on July 26 will visit the Rowner naval estate at Gosport, to officially open the Royal Sailors Rest's community centre.

The £40,000 building has been in use since last November, and serves as a spiritual and recreational centre for naval families. Various groups and guilds have been formed, including a young wives' club.

The centre comprises a handsome main hall, smaller hall, kitchen, and two rooms which during the day are used as extra classrooms by pupils of Grange County Primary School.

Princess Margaret is expected to arrive at the centre during the afternoon, after fulfilling an engagement at H.M.S. Collingwood.

New drapes for Nelson's cot

New drapes are to be made for Nelson's sleeping cot aboard the Victory ship in Portsmouth Dockyard. The originals made by Lady Hamilton, are now in the National Maritime Museum, and replica drapes, provided in 1922, are wearing out. Getting to work on the new ones are members of East Hampshire Townswomen's Guilds.

P.O.'s WIFE LOOKS ON LIFE IN FAR EAST

She found the secret to end smoking

(But first you must travel to Singapore)

"WE have both given up smoking out here. Cigarettes are so cheap compared with England that we decided to give them up while they mean nothing to us!" The speaker was Mrs. Margaret Burton, who has been living in Singapore for nearly two years, and is due to return home in August.

Her husband is Petty Officer Keith Burton, a 33-year-old medical assistant stationed at the Royal Naval Air Station, Sembawang, a few miles from the main naval base.

With their two daughters, Kim, aged nine, and Nicola, aged seven, they live at 10 Jalan Sappan, in the Sembawang Hills Estate, where the Navy has many hirings.

The Burtons travelled to Singapore as a family, and were able to move straightaway into their own bungalow, which had been hired for them by friends.

Their present home is a naval hiring. It has a large lounge, separate dining room, two bedrooms, a bathroom, kitchen and amah's quarters.

Though it is furnished by the Navy, they have bought extra items, with a view to the day they will return to their own home in Plymouth.

They have just ordered a bureau, which will match their coffee table.

"There is no doubt that this sort of thing is much cheaper here, and I don't think there will be any trouble about taking it into England," said Mrs. Burton.

Mrs. Burton buys groceries locally, though meat is reserved for a weekly expedition into the centre of Singapore.

SHOPPING BUS

"I have a deep freeze, so once a week is enough. I usually go on the Navy shopping bus, which goes to the hospital, and then puts us down in the shopping area."

"Keith and myself are able to go out frequently—and I see a lot more of him out here with his present duty hours. His mess has film shows twice a week, and a dance every month. Sometimes we have a barbeque at the swimming pool.

Mrs. Burton herself attempts Chinese cooking, and the results are popular with Kim and Nicola.

Kim and Nicola have settled down well in the hot climate, and spend their time playing out of doors, or at the swimming pool. They both go to the Naval Base School, and their parents are more than satisfied with their progress.

MORE RELAXED

Having an amah to do the housework enables their mother to live at a more relaxed pace.

The Burtons are due to go home in August, and will be sorry to leave.

"We have been very happy here. People have their grumbles, of course, but then you get grumbles anywhere. If we had the chance, we would certainly stay on."

She added: "We have kept very well in the heat. In England I used to get bronchitis a couple of times each year. Here, I have not been off for a day."



Mrs. Burton with (left) Nicola and Kim, at their naval-hiring home in the Sembawang Hills Estate, Singapore.

'I am going to marry a sailor'

WRITING from the Midlands to "Navy News," a girl says she is to marry a sailor, and is wondering how to find accommodation.

"Although I knew he would be going abroad in the near future," said her letter, "we had made plans to live in Plymouth, and I had intended to stay there while he was away.

"Now I have received a letter telling me he is joining a ship in Portsmouth in September, for a General Service Commission, and I have to find furnished accommodation.

"I want to go to Portsmouth to see some furnished flats, but it is no use going until I have some addresses. If you can help me or put me in touch with someone, I would be very grateful."

This young woman, and any others who have to travel a long distance to Portsmouth, would probably find it best to get temporary accommodation while seeking a furnished place. A[illegible] will usually be able to help, and the terms are most reasonable.

For the furnished rooms, Portsmouth is well equipped to help with the Shore Accommodation Bureau at the Royal Naval Barracks.

Home again

First to land at R.N.A.S. Yeovilton, when 890 Squadron flew home from H.M.S. Ark Royal, was the Commanding Officer, Lieut.-Cdr. A. G. M. Pearson, R.N. Waiting to meet him, after nearly a year abroad, was his wife, Jane, and two sons, Charles (3) and Nicholas (1).

Captain J. D. Honywill, R.N., the Air Station's Commanding Officer (right) was also among the welcoming party for the squadron, who [illegible] in both

NAVY'S HELP TO BUY A HOUSE

GROWING interest in house ownership, and in the Royal Navy's mortgage assistance, is shown by inquiries and letters to "Navy News."

One letter from a rating in H.M.S. Eagle said he was 20, was hoping to marry early next year, and intended to buy a house at Plymouth.

"I have managed to save £300 for furniture, etc., and should have quite a bit more before I marry," he wrote. "I was wondering if I could get a mortgage of about £500 from the Navy.

"I remember seeing a D.C.I. about loans a few months ago, and would be grateful for any information about this."

MUST BE 25

Unfortunately, this is not one of the cases which can be helped. The Defence Council Instruction 1317/65 laid down that advances may be made to leading ratings and above, and Royal Marine equivalents, who re-engage or have re-engaged for pension, who are married, and are at least 25.

Those able to benefit from the scheme can get an interest-free loan to cover the gap between a building society's advance and the purchase price of a house. The maximum that can be advanced is £557, the amount of a leading rate's terminal grant.

The advance is limited to (a) 12 per cent. of the purchase price of a house plus £100 to cover legal fees, etc., or (b) the terminal grant of a leading rate at 22 years' service, whichever is the lower.

As an example, if a man wants to buy a house costing £3,500, and he can find a building society willing to advance 90 per cent. of that sum (£3,150), he can obtain a loan from the Admiralty of £450, made up of the remaining 10 per cent., plus £100 for the legal fees.

Repayment of the interest-free loan is by a deduction from pay each fortnight over the last 10 years of service.



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Helm over-and a funnel went

READING in the May "Navy News" of Narvik's bow doors giving trouble reminded me of crossing the Bay in February, 1899.



I was aboard H.M.S. Edgar, returning home after an interesting three-year commission on the China Station, and during the morning watch, due to a storm, the weather guys of one of the funnels carried away.

Bolts securing the funnel snapped, and the funnel started leaning to leeward. The captain decided to try "rolling it overboard," put the helm over, and brought the ship broadside to the sea.

The funnel came clean from the casing and slid overboard, disappearing just astern of the ship.

T. F. Britton
(D.S.C., R.N., ret.)
Bury St. Edmunds,
Suffolk.

Red faces aboard Sea Devil's boat

AN interesting footnote to the career as a raider in the First World War of the late Count von Luckner is that the Seeadler, the former American sailing ship, Pass of Balmaha, in which he so successfully operated, was originally "captured" by a lone German petty officer, although a British naval armed guard was on board at the time!

But if the guard had only known what was going on, the Pass of Balmaha would not have reached Germany, and Luckner might never have become "The Sea Devil."

What actually happened was that in July, 1915, the Pass of Balmaha, voyaging to Archangel with a cargo of cotton, encountered the German submarine, U.36 (Lieut.-Commander Graeff), off the Outer Hebrides, engaged in attacking and sinking six British trawlers and a French steamer.

On board the American ship she carried a naval armed guard, which had been placed in her by a ship of the 10th Cruiser Squadron—the Northern Patrol—with instructions to see that she was navigated to Lerwick or Kirkwall.

Having sunk the last of the ships she had attacked, U.36 now came alongside the Pass of Balmaha with the intention of capturing her.

At that time, the orders of British naval armed guards put on board neutral merchantmen were not to fight until a challenging U-boat committed a hostile act. Consequently the R.N.R. sub-lieutenant and his men who formed the armed guard in the Pass of Balmaha remained down below.

Graeff, however, put one of his petty officers on board with instructions to compel the American to sail to Cuxhaven.

Although the British sailors could easily have overpowered the petty officer, they stayed below, having been told by the Americans that the U-boat was actually escorting the ship.

When the Pass of Balmaha reached Cuxhaven a week later, the guard, with the reddest of faces when they discovered what had really happened, filed sheepishly on deck and gave themselves up as prisoners.

A. Cecil Hampshire
Easteote,
Ruislip,
Middlesex.

Calling No. 20 Squadron

IN the First World War I was attached to the Royal Naval Air Service (Tank Section) at Hunslet, Leeds, and Oldbury, Nr. West Bromwich.

Since I left the Service I have never met a single person from our No. 20 Squadron, nor have I seen anyone wearing a R.N.A.S. tie.

I wonder if "Reg" Brown, who was the pianist in the "Ten Loonies" is still alive.

H. C. Buchanan
Whitcombe Motel Club,
Breckworth, Glos.

N.C.O. pilots correction

I BOUGHT a copy of "Navy News" today in a most unusual place—the bus terminus station at Bath.

May I amend the statement that Sgt. Philip Lawrence, Royal Marines, was the first N.C.O. pilot in the Corps? I arrived in Seafield Park, Lee-on-Solent, on June 2, 1940, as a P.O. air fitter from the old Eagle, in Singapore. In my mess were two N.C.O. pilots, Royal Marines, and of course several P.O pilots.

J. D. T. Phair
Lieut. (A/E) R.N. (ret.).
Warminster, Wilts.

Preserve the Sheffield?

YOUR article on the preservation of H.M.C.S. Haida by Canadian business men was a sign of the times.

As a student of economics, I have become well acquainted with the apathy and lack of drive among British business men, and as an individual interested in naval affairs I see these attitudes reflected in the failure to preserve British warships.

Only recently we witnessed the tragic case of H.M.S. Starling, and H.M.S. Sheffield's days are numbered.

Are people like myself, who have twice seen the Royal Navy save this country from defeat, to have no tangible reminder of the debt we owe to our forefathers?

M. J. Ryan
University College of Wales,
Aberystwyth.

IT was gratifying to read that the Canadians are going to retain permanently in their port of Toronto a British-built Tribal class destroyer (Haida). The Americans have preserved the battleship Missouri.

Our forefathers retained the Victory ship for us, and it is a national disgrace that this great seafaring island did not preserve the last battleship, Vanguard.

Shortly, Belfast is to replace Sheffield in reserve at Portsmouth. The later will be put up for disposal, which of course means the breakers' yard.

These two vessels represent the last of our great navy of the Second World War. Could not we get the R.N.A. to appeal to the Government to retain one of these ships in a permanent state of preservation?

R. Smith
The Cricketers,
Newington Butts,
Kennington, S.E.11.

When Tweed went down

I AM anxious to ascertain details of the action on January 7, 1944, when H.M.S. Tweed was torpedoed, eight officers and 36 ratings being survivors.

At the time of the action, which took place about 600 miles west of Cape Ortegal (north of Finisterre), Tweed was in company with H.M.C.S. Nene and H.M.S. Waskesiu.

One who was lost was Able Seaman Chamberlain. Information from any survivor who can recall him would, in particular, be most appreciated.

D. S. Goodbrand
604/SAC,
J.A.T.C.C. (R.A.F. Element),
Singapore Airport,
c/o G.P.O, Singapore.

IRON OVEN MEMORY OF H.M.S. ASCENSION

WITH reference to correspondence concerning the guns of H.M.S. Hood, on my appointment and arrival at Ascension Island in 1943 I was told that the two 5.5-in. guns emplaced on Cross Hill, commanding Clarence Bay, were ex-Hood.

I was also informed of the difficulty encountered in getting them ashore and up the hill.

Incidentally, our bakery there housed a huge iron oven bearing the plate "King George V"—a survival of the days of "H.M.S. Ascension," decommissioned in 1922.

E. G. Symes
(ex-Cable and Wireless Ltd.)
51 Pirie Street,
Adelaide,
South Australia.

12th Flotilla association?

I WAS interested to see your submarine feature in "Navy News."

As First Lieutenant of H.M.S. Alecto attached to 12th S/M Flotilla, 1942-45, I would appreciate information of any association connected with the flotilla.

Lieut.-Cdr. P. W. Ratcliffe, R.N.R.
(Hon. Secretary, Naval Photograph Club)
99 Albert Road West,
Heaton,
Bolton (Lancs.).



Capt. R. H. Graham, R.N.

Fife–most advanced of its type

H.M.S. Fife, the fifth County class guided-missile destroyer, and the most advanced conventional ship yet to be built for the Navy, commissioned at the Fairfield (Glasgow) Shipyard in Govan on June 21.

Fife has many "firsts." She is the first warship in the Navy to be fitted with a fully automated weapons system, and the first to carry the Seaslug Mark II surface-to-air missile.

She will also be the first guided-missile destroyer to be equipped with the Ship Inertial Navigation System (SINS), and the first to be fitted with a new integrated communications system giving output and frequency stabilisation, guaranteeing continuous radio communication anywhere in the world.

Fife is commanded by Capt. R. H. Graham, R.N.

Metropolitan Police

Special Announcement to Members of the Services

The following changes relating to entry into the Metropolitan Police are now in force.

Age limit. The upper age limit of 30 for entry into the Metropolitan Police has been increased to 40, and in special cases up to 45, for men who are leaving or about to leave the Armed Forces.

Eyesight. The regulation requiring "normal eyesight without glasses" has been amended. Providing candidates meet the other physical fitness and height requirements, glasses or contact lenses are permitted within certain minimum standards.

Opportunities for a worthwhile and interesting new career in the Metropolitan Police are therefore open to a wider range of applicants. It's a career that offers security, and the type of comradeship familiar to Servicemen.

The pay is good. For a Constable it starts at £880 if you're 22 or over and rises to a maximum of £1,220. You get immediate accommodation or a generous tax-free rent allowance of up to £6.10.0 a week. If you are 5'8" or over, fill in the coupon below for further information.

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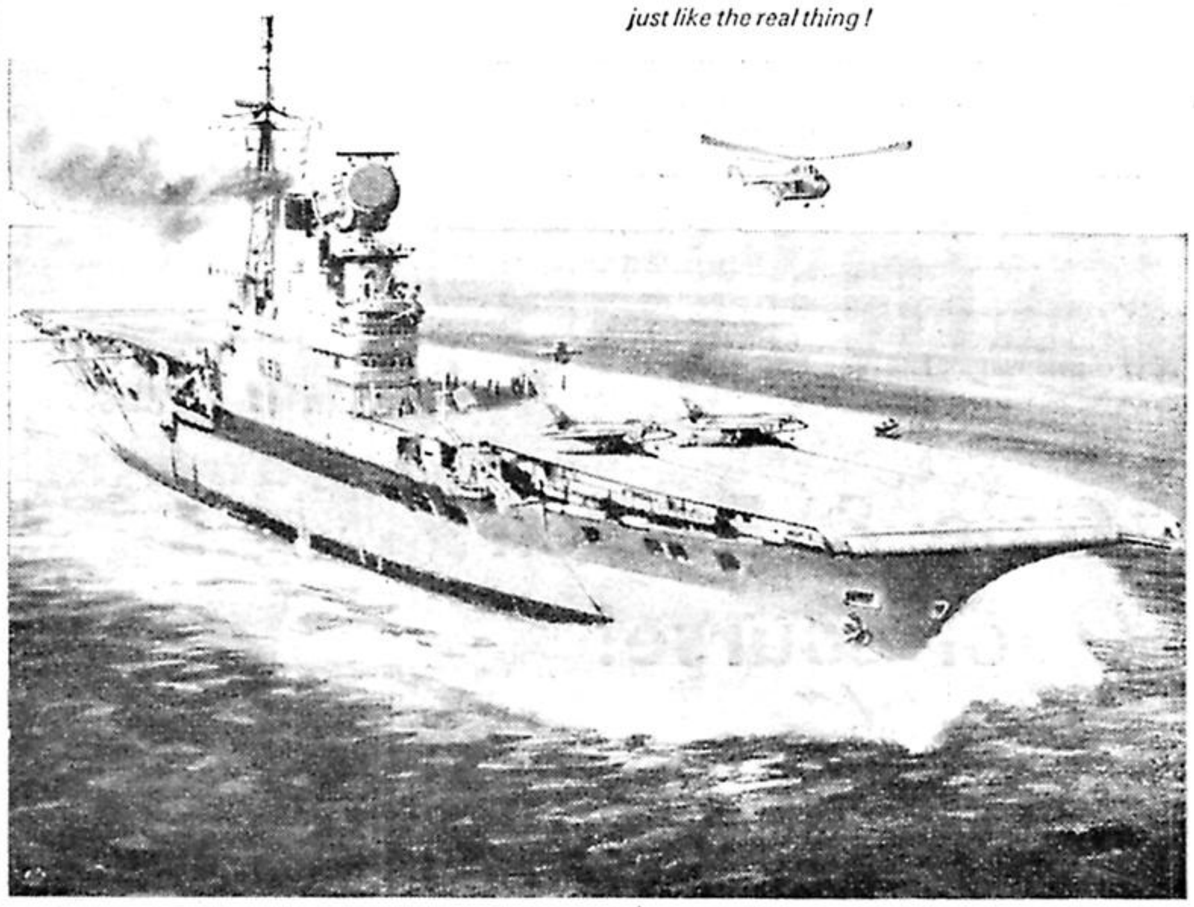
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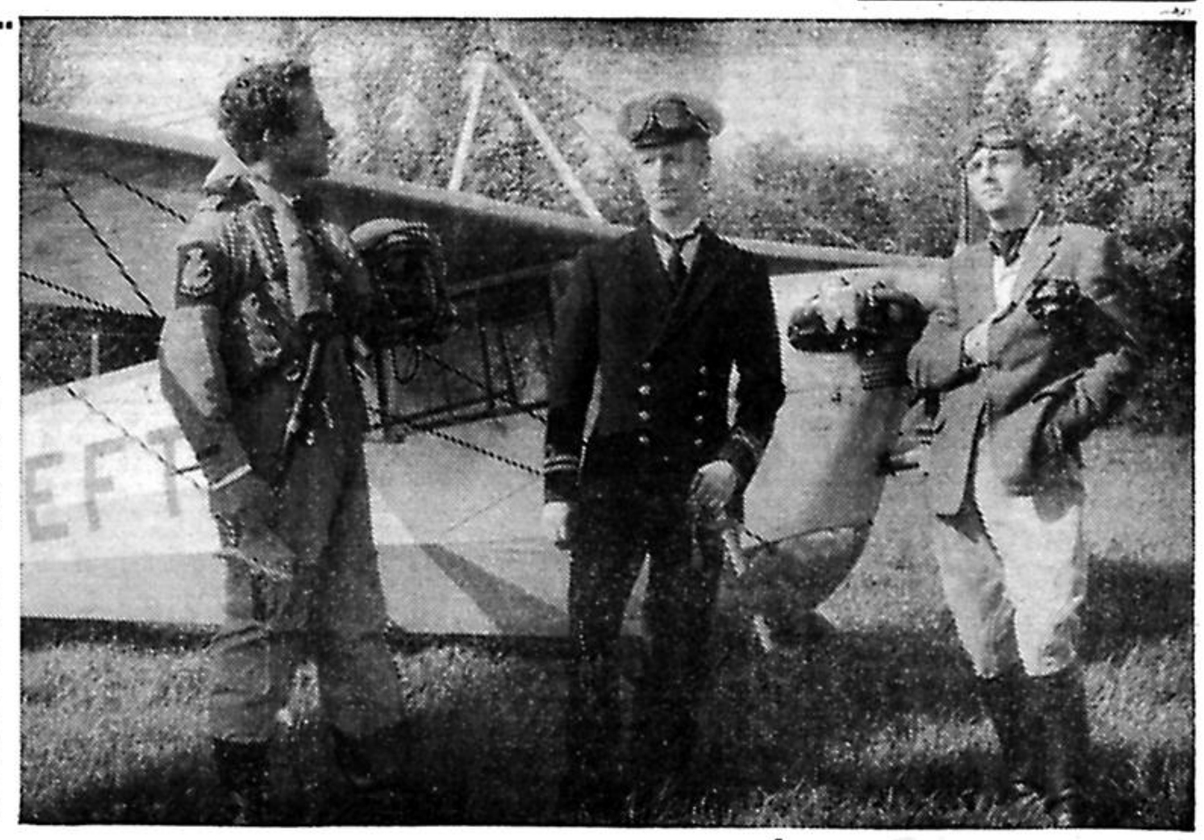
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Like one from the family album



MAKING its first appearance at R.N.A.S. Yeovilton's Open Day on Saturday, July 9, this Aeronca 3 monoplane, named Sea Duck, is two years older than its owners.

In spite of the period costume, the three handsome chaps are all observers flying Sea Vixen jet fighters with 766 Training Squadron. They are (left to right) Lieut. Don McKenzie (28), Lieut. Peter Duncan (25), and Lieut. Cliff Humphries (23).

The Aeronca was built in America in 1936, and survived a ditching in the English Channel only three months later.

The flying display will feature historic aircraft.

The Bristol Fighter and Gloster Gladiator from the Shuttleworth collection, and Yeovilton's own Swordfish, are the only aircraft of their type still flying, and they will be joined by the De Havilland Moth and Mosquito, a Hawker Hurricane and Hart, and a Spitfire.

The famous French aerobatics' team "La Patrouille de France," flying in their Fouga Magister trainers, will add to the thrills.

Besides appearances of all current types, a 16-aircraft massed flypast, having flown over Yeovilton, will continue across the West Country for a pass over Plymouth Airport, which is also holding an Air Day on that afternoon.

Virtually all the aircraft which take part are on view to the public for most of the day.

Have Goggomobil —will travel

A SURE sign of travel aboard H.M.S. Berwick is when the Captain re-embarks his Goggomobil, so the ship's company were in no way surprised to find themselves in the Mozambique Channel on the oil watch.

Berwick recommissioned at Portsmouth in April last year, and spent the summer working up at Portland, and on the Home Fleet cruise "Jack Tar."

Judging by the Hull and Newcastle postcards still received each mail, those aboard managed to meet a few locals.

In December, en route to Singapore, Berwick hit a full Biscay gale, had three hours at Gibraltar and six at Malta, and was out of the Red Sea 11 days after leaving home.

Delusions of high-speed grandeur were dispelled, however, when Berwick, at 23 knots, was overtaken by the liner Oriana doing 26.

By December 10 it was clear—not for the last time—that the programme was going to change.

Some shaken Gurkha bandsmen swiftly transferred by jackstay to H.M.S. Salisbury to continue their passage east, and Berwick joined Dido and Eagle "somewhere off East Africa."

Finally, however, Berwick made it to Singapore, took part in exercise Millstream, had ten days in Hongkong, patrolled West Malaysian waters—then the Captain (Commander F. E. Dick, R.N.), re-embarked his Goggomobile.

Ten days and 4,000 miles later Berwick was intercepting the tanker Manuella and was involved in the boarding incident.

After 12 days off Beira, Berwick returned to Addu Atoll, skirting cyclone Lilly, for a 30-hour visit to the Seychelles on the way. She had four days operating with Ark Royal in the Gan area before getting sight of Eagle, under whose command she had been most of the 42 days since leaving Singapore.

When Berwick returned to Singapore on May 10, she had steamed 17,788 miles in two months, the 9,147 steamed in April being almost 2,000 more than in any single month since completion.

BULWARK FOR THE FAR EAST

THE commando ship H.M.S. Bulwark (Capt. D. B. Law, R.N.), which recommissioned on April 22, 1966, is due to sail for a 15-month commission East of Suez on August 4.

Since commissioning, the ship has been carrying out trials and preliminary work-up exercises in the Channel.

The trials have reached a stage where the ship's company are trained and practised in handling all the ship's complicated equipment which, itself, has been thoroughly tested and proved after the refit in Devonport dockyard.

During this time 845 Naval Air Commando Helicopter squadron has been embarked, and air and ground crews have been trained in operating from a commando ship.

During July the ship will practise the ship's organisation in the embarkation, disembarkation, and maintenance on board of a Royal Marines Commando.

'BAR' FOR LONG SERVICE

THE rare award of a bar to a Long Service and Good Conduct Medal—it requires 30 years' man's service with no blemish on the record—has been made to Chief Electrician Vernon Edward Irwin, whose wife, Ruth lives at 10 Morley Road, Eastney, Portsmouth.

The picture of Ch. Elec. Irwin was taken aboard H.M.S. Galatea. He was brought up by the Service from the age of seven, and educated at the Royal Hospital School, Greenwich and Holbrook.

His father, a chief stoker, was killed in H.M.S. Opal in the First World War. One of his brothers is a pensioned chief coxswain, and the other a retired lieutenant.

Ch. El. Irwin joined the Service in 1933, and has since visited nearly 30 countries. He last served in H.M.S. Excellent.

He was in H.M.S. Amathyst during the Yangtse incident, in 1949.



Ch. Elec. Vernon Irwin

DIRECTOR'S DEATH

Sir Charles S. Lillicrap, Director of Naval Construction, 1944-51, died on June 17 at the age of 78.

Rescuer's award



Able Seaman Brian Roberts, of H.M.S. Kent, who received the Royal Humane Society Award on Vellum for rescuing a dockyardman from Portsmouth Harbour last year. The presentation was made by the Commander-in-Chief, Home Fleet (Admiral Sir John Frewen).

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SURPRISE FOR FINWHALE MEN

Carted beer 15 miles—to pub!



Polaris student at the American Guided Missiles School at Dam Neck, E.A. 2 Stewart became E.A. 1 while under training, and was rated up by the American commanding officer of G.M.S., W. E. Benbow, U.S.N.

AN expedition training in the Scottish mountains, a party from H.M.S. Finwhale carried beer for 15 miles, and to their surprise found a pub. So they brought it all back again!

Earlier this year, Finwhale, which is commanded by Lieut.-Cdr. C. J. Ringrose-Voase, R.N., was employed in "Perisher" running in the Clyde area (the name "Perisher" is derived from the original name of the commanding officers' qualifying course—the "Periscope Course").

Finwhale had six members of the course, with their "teacher," Lieut.-Cdr. R. G. Fry, on board for five of the last six weeks of their 14-month course.

They carried out more than 300 attacks against units of the Home Fleet and NATO Matchmaker Squadron, the U.S.S. Garcia and H.N.I.M.S. Drenthe, including H.M. ships Tenby, Yarmouth, Aurora, Grafton, Scarborough, Russell, Torquay, and of course the "mum" to the Third Submarine Squadron in the Clyde, H.M.S. Maidstone.

It was at the week-ends, when Finwhale returned to the submarine base at Faslane, that members of the ship's company took part in the expedition training.

They played as much sport as the weather would allow, and some managed ski-ing at Glencoe. The senior officer, Lieut. A. R. Godfrey, was able to represent the Royal Navy in its successful match against the Royal Air Force.

H.M.S. Finwhale completed two weeks' leave and maintenance at Gosport, and was afterwards employed providing a target for work-up ships and helicopters at Portland.

U.S. training

BY December, 129 officers and ratings of the Royal Navy will have been trained at the American Guided Missiles School at Dam Neck.

SUBMARINERS' CORNER



While at the American Guided Missiles School at Dam Neck, C.R.E.A. Norman G. Foster, of the Royal Navy, was honoured by being named Instructor of the Month.

C.P.O. Foster went to Dam Neck in 1964, graduated first in navigation and also first in the Instructor School at Norfolk, before returning to G.M.S. as an instructor. He was the first British service member to be honoured in this way.

This is in preparation for the four British Polaris submarines, which will utilise the U.S. Polaris weapons system (including the missiles compartment and a large part of the navigation centre).

G.M.S. is training most of the school staff for the Polaris School at Faslane, Scotland, as well as key personnel for the first and second submarines.

'Showboats' in tropic palms

GOLDEN sands, swaying palms, sightseeing, gracious living, and thousands of "showboat" visitors were the memories left by Exercise Playtex.

Submarine running on the Australian station allows only one long pro-submarine exercise period per annum. Thus the exercise devised by Commander S/M 4 came to life, and detailed instructions for the next five weeks were passed to H.M. submarines Taciturn and Tabard during the early part of April.

Among places visited was Townsville, where several old friendships with 10 Squadron, R.A.A.F. were renewed and practically submerged in Victoria bitter.

Passing through the China Straight, ship's companies had their first real taste of the lush scenery they had been expecting. They were within half-a-mile of the coast on either side for nearly an hour, admiring the golden sands and swaying palms.

After Rabaul, Taciturn and Tabard parted company, the former heading for Madang and Lae, and the latter for Samarai and Port Moresby.

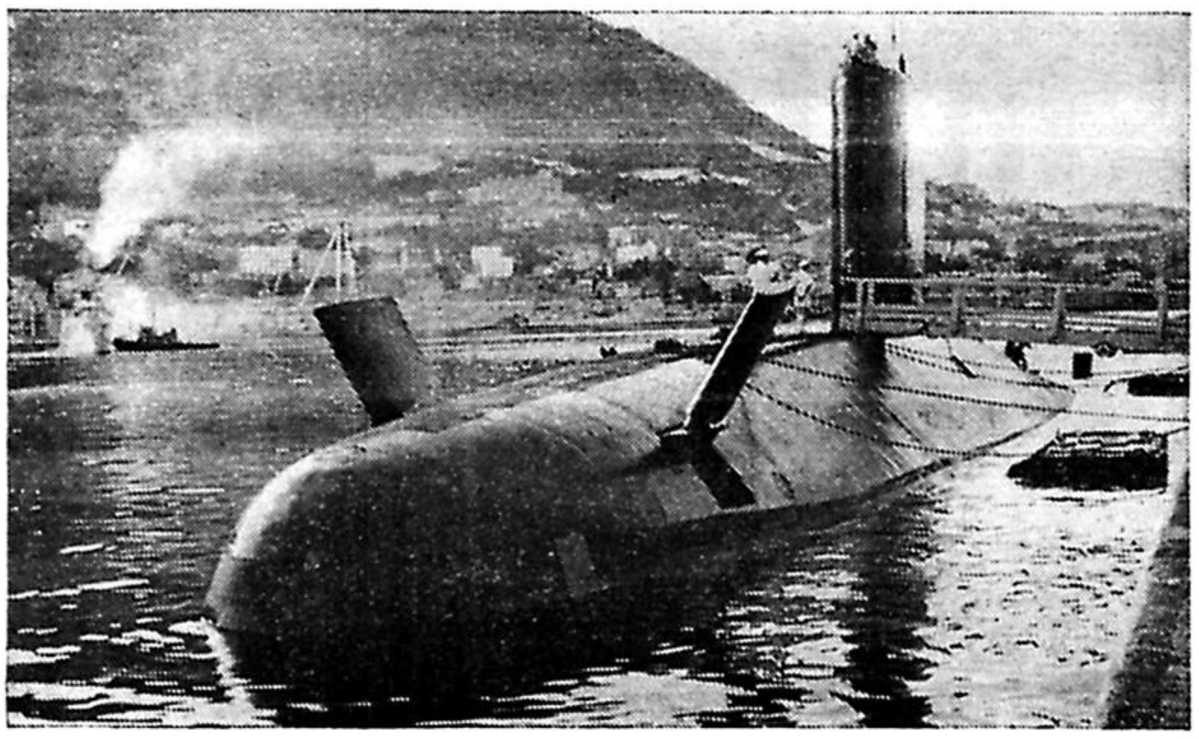
Hospitality was the high spot of Taciturn's stay at Madang, where lucky M.(E) 1 David Banks, of Bradford (Yorks) was handed the keys to house, car, and bar by the master of a small freighter who was off to sea for a day or two.



Mr. Daniel McDougall, aged 65, of 8 Cross Hill Villas, Rothesay, a member of the Port Auxiliary Service, has been presented with the Imperial Service Medal. He operates MFV 96 for the Third Submarine Squadron at Faslane, and both he and his vessel are known as "Dan" throughout the squadron.

The old P556

THE former U.S. submarine 829, later the Royal Navy submarine P556, which has been beached at Portchester, Portsmouth, since 1945, has been moved to a nearby scrapyard, but may be dumped in the sea if the owners find that it is not worth breaking up.



H.M.S. Dreadnought prepares for sea after a short visit to Gibraltar

DREADNOUGHT THE STAR AT GIB.

AFTER six weeks of testing, tuning, and honing to a fine pitch, H.M.S. Dreadnought, one of the Fleet's most potent ships, is back at Rosyth Dockyard.

Voyaging started in mid-May, when she left the Forth and ran straight into a force 9 gale. While waiting for depth to dive, it was said that in the manoeuvring room—the clinical, many-dialled, air conditioned reactor control centre — that buckets were strategically placed.

Gib., sunshine and rabbits was the pot of gold at the end of the rainbow, but first a call at Faslane, where Capt. M. G. R. Lumby, R.N., paid a farewell visit to the boat before leaving command of the squadron.

Exercises were recommended as Dreadnought sped down the Irish coast. Meanwhile the "hotel" side was getting into stride, with chicken risotto, salmon salad, veal ragout, and ravioli all in a day's menu from the four chefs.

The only pair of scales on board was in the health physics laboratory, but it was rumoured that after a week out it had a 10 lb. index error.

Rendezvous was made with H.M.S. Osiris in the Atlantic, and after being independent of the surface for two weeks, the submarine surfaced off Gibraltar.

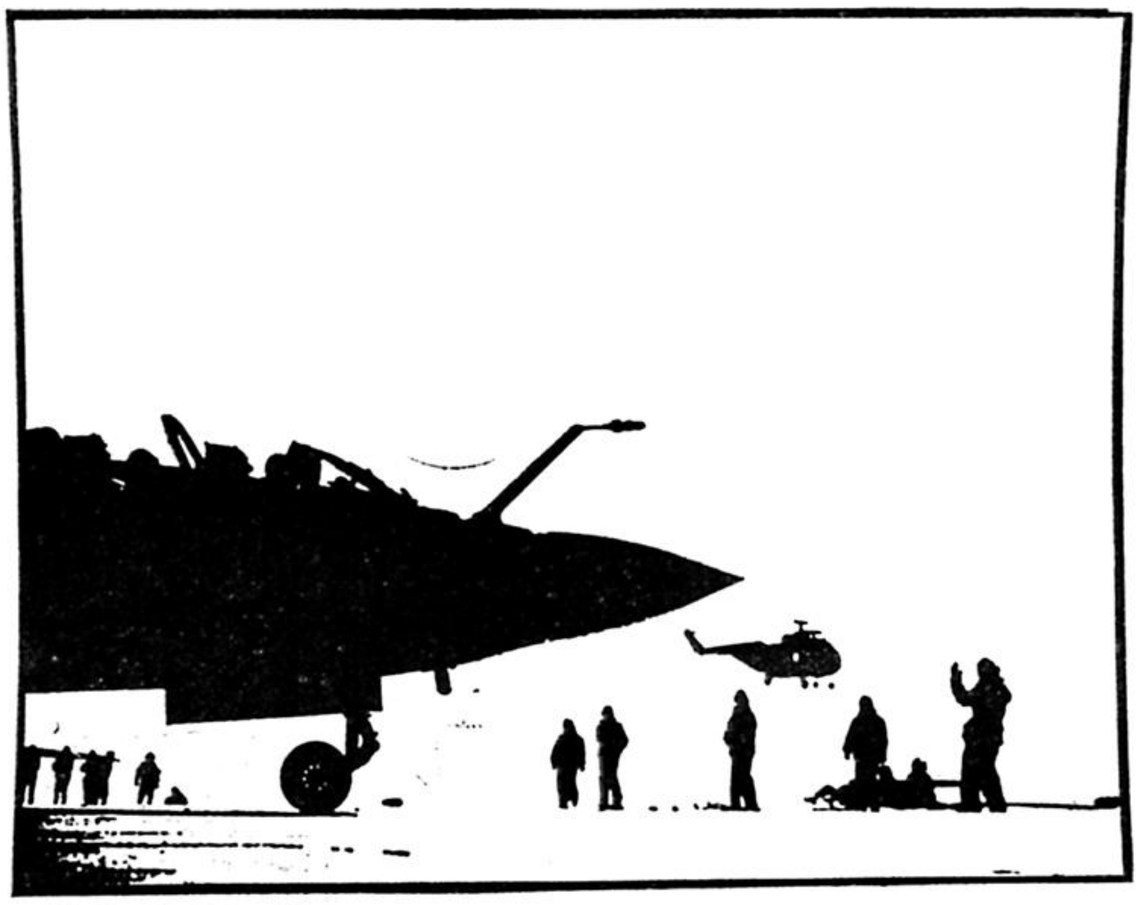
It was boom time, with the Ark Royal, Royal Yacht, Second Frigate Squadron, and three submarines there. The beaches and shops did a roaring trade by day; the Casino and Eddie's Bar by night.

The afternoons saw more than 100 visitors from the Fleet, the R.A.F., and the local Garrison. The Governor's informal call on Dreadnought's new captain, Cdr. Peter Cobb, R.N., turned into a 90-minute visit.

Dreadnought headed north again on June 13, and the last day of the month saw her under the Forth Bridge again, heading in this time, slightly reluctantly, to the Dockyard.

THIS PICTURE—A PRIZE WINNER

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Navy News

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Hovercraft warfare

NO bulging order books appear to have resulted from Britain's Hovershow '66, and interest in this most promising of post-war inventions continues to be one of fascinated reluctance to buy, except at Government level. It may be too much to expect otherwise.

In less than 10 years, great strides have been made, hovercraft are operating commercially, and promise of a "whispering" version will do much to allay criticism, but much courage is needed to invest in a machine which might quickly be rendered out of date by later developments.

Though civilian progress may be somewhat slow, hovercraft have put up some solid performance for military purposes over such obstacles as swamps and ice-floes.

The Ministry of Defence has placed a £1 million order for two hovercraft, a fast patrol boat and a logistics support craft, but greater curiosity has been aroused by the hint of a 400-ton ocean-going vessel to hunt and destroy nuclear submarines.

Hovercraft have such high speed and comparative immunity from enemy counter-measures that the field of anti-submarine warfare appears to hold exceptional promise.

Jill aboard

THE naval wakey-wakey call to "show a leg" is said to have originated in the requirement to establish identification at a time when females were carried aboard ship.

Hopes of a return to this more interesting usage of the phrase should not be raised too high by the announcement that girls on official duties have been at sea in H.M.S. Fife.

Remembering the delightful British hypocrisy that the only sin is to be found out, employment of Jill Tars afloat raises a far more serious problem than that of moral welfare—expense! Only two girls in Fife meant that the captain himself had to surrender his cabin. For "convenience" sake alone, mixed manning of that kind is unlikely to come as a glamorous aid to recruiting.

Pity.



"Remember what you said Chief—if something goes wrong while ladies are watching, you are to be removed from the arena at the rush, and given a cold shower before trying to explain what we were doing wrong."

TEAMS PREPARE FOR THE TOURNAMENT

Has field gun run a place in 1966?

FROM the burst of a thunder-flash, 18 men heave, sweat, and strain in the savagely demanding contest for honours in the field gun competition of the Royal Tournament.

Teams are hard at it again, at Portsmouth, Devonport, and Lee-on-Solent, giving public performances as the tempo quickens and seconds are clipped off the runs in preparation for the great public spectacle at Earls Court, starting on July 13.

Every command works at a cracking pace to put up the finest team, and the Fleet Air Arm have had more than their share of awards, but this year, perhaps, they have been given even greater spur to show that, despite demoralising political decisions, they can come back with a punch.

So it was to H.M.S. Daedalus that "Navy News" went to see how the training was going and to talk to the Field Gun Officer, Lieut. D. S. Dobson, R.N.

In some respects the training sessions give a more effective answer to critics of the field gun contest, who exist inside the Service as well as among the public.

'Like Aden'

On a blisteringly hot morning ("Just like Aden," somebody groaned) the two teams were methodically arranging equipment or trying out parts of the drill.

Suddenly there is a burst of shouting and clashing of equipment as a few of them are "put through it." Blistering criticism, harsh words—anyone can be bawled out, and he has to learn to take it.

Then a few moments of silence—and they're off unendurably as those bronzed superbly fit bodies miss being pulped in the split-second timing and skill of the test.

Good bunch

Suddenly the gun cracks and it is all over. Stop watches are hastily compared, and an enormous grin of satisfaction envelopes the arena. A good run. Getting better. And the spectator instantly senses the spirit of "a good bunch," working individually and collectively like men possessed, to beat the clock.

It is dangerous, of course, but Lieut. Dobson said they had surprisingly few serious knocks.

The question inevitable arises, "Should the field gun contest continue, in view of its anachronistic training, and the possible harmful effect on the Navy's image in this technical age."

Lieut. Dobson said it had to be answered in a number of ways. First of all, as a spectacle, the field gun contest was undoubtedly one of the highlights of the Tournament, and its immense popularity among the public was scarcely an indication of a "bad image."

All athletes

People were sensible enough to understand that this was not normal present-day training, but an athletic contest based on a historically interesting Service action.

The men were all volunteers, exceptionally fit, and many of them outstanding performers in other forms of athletic endeavour.

They were good at their Service jobs, and in the field gun crew found an outlet for virile activity demanding the highest co-ordination of mind and muscle.

In talking of winning or losing in the field gun contest, said Lieut. Dobson, we are only talking of split seconds. You have to be good to be in any team. You have to be exceptionally good to clip off a fraction of time.



Lieut. D. S. Dobson, R.N.

It seems to me, he said, that every good Service quality is required and encouraged in field gun training.

Lieut. Dobson agreed that there were some "perks" for the crew, but they had a tough routine, starting at 6.30 in the morning. They had to be far better, even than a few years ago.

In the 'club'

Once in the crew, they were in the "club" for life, and they often had inquiries from the veterans inquiring how the training was going.

The final question must always be, "What makes it tick? Why do the same fellows volunteer whenever they can?"

One reply is that, like climbing the Eiger or running a four-minute mile, men will endure anything in the tasks in which they excel.

Endurance and excellence are basic words for Tournament crews.

Thrills for Navy display guests

REPRESENTATIVES of all sections of the community, from school children to Members of Parliament and peers, were the guests of the Royal Navy during 10 days in June.

The occasion was the 1966 Seadays—the annual opportunity for the Navy to give a practical demonstration of some of the duties performed.

Rear-Admiral Michael Pollock, newly appointed Flag Officer, Second-in-Command, Home Fleet, was aboard H.M.S. Tiger as the cruiser steamed in formation with four ships of the 23rd Escort Squadron.

He explained to the Navy's guests that there was nothing exceptional about the ships, weapons and manœuvres which they were to see.

They were ordinary vessels giving demonstrations of the kind of everyday training and tasks which the Navy undertook.

"Ordinary" it might have been to the Navy, but the visitors were thrilled by the aircraft rocket attacks, the thunder of guns against a towed air target, a helicopter submarine hunt, and the apparently perilous transfer of stores and personnel between Tiger and escort vessels on either side.

NATO SHIPS AT CHATHAM

Five ships of the NATO Matchmaker II Squadron, which had been exercising for five months with ships and aircraft of the U.S., U.K., Netherlands, France, Belgium, Germany, Denmark, and Norway, visited Chatham on June 10, before dispersing to return to national control.

The sixth ship of the squadron, H.M.S. Agincourt, had already reverted to Royal Navy command, and is now undertaking a "Meet the Navy Tour" round British ports.

The five ships were the R.N.N.S. Drenthe, U.S.S. Garcia, R.C.N. Ships Skeena, Annapolis, and Restigouche.

The object of the squadron was to determine the problems encountered when ships must use base and logistic facilities of nations other than their own for extended periods.

During the five months of the exercise, no ship suffered a major material breakdown.

Minor equipment problems that occurred were repaired by the ships' own personnel.

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FORGOTTEN CAMPAIGN

THE Norwegian Campaign —largely forgotten — is often regarded as a dismal British failure. However, within a week of the first shots being fired, the German Navy, as a force, had virtually ceased to exist.

In **Prologue to a War—The Navy's Part in the Narvik Campaign**—by Ewart Brookes (Jarrolds, 30/-) the courage and endurance of the officers and men of the Navy is apparent on every page of this full account of the Navy's part in this crucial campaign.

The men of the Fleet "delved into their bottomless wells of endurance and courage."

Prologue to a War is a first-class story, and shows the heights to which men can rise in face of adversity.

MONEY MATTERS

Inst. Lieut.-Cdr. Gregory Clark, R.N., found, when a colleague died, how difficult it was to ascertain to what the widow was entitled.

The regulations concerning pay, retired pay, pensions, gratuities, commutations and the like have not been readily available, but, after considerable research, Lieut.-Cdr. Clark has written two books, which should prove to be invaluable to all Navy, Army, and Royal Air Force personnel and their families.

The first, **For Services Rendered,** (Vernon and Yates, 10/-), applicable to officers is now available, and the second, applicable to ratings, non-commissioned officers and other ranks, entitled Those who Serve, will be published shortly.

NEW ON THE BOOKSHELF

BLACK BART THE PIRATE

From June, 1719, to February, 1722, the pirate Captain Bartholomew Roberts — Black Bart—ravaged the Gulf of Guinea coasts, the Newfoundland Banks and the West Indies, capturing and plundering 400 vessels, and during the winter of 1721/22 he so harried the West Coast of Africa that it proved to be the blackest period in the story of its plundered shipping.

Stanley Richards, in his book **Black Bart,** (Christopher Davies, Ltd., Llandybie, Carms (15/-) relates the story of the adventurer in a fascinating way, from the time of his departure from the straight and narrow path to his death leading his men against H.M.S. Swallow three years later.

Black Bart is Stanley Richards' first book, and he is to be congratulated on a first-class piece of research and work.



300 YEARS OF SEA BATTLES

Marines the modern knights of crusade

SINCE ships have waged war at sea there have been soldiers embarked, and in October, 1964, the Royal Marines celebrated 300 years of uniformed history.

In the old days, the seamen sailed the ship, and the soldiers fought the enemy.

Thus the marine of today is descended from the Roman soldier who invaded Britain, from the Viking raider and from the Knights of the Crusade.

In 1664, Charles II "was pleased to order and direct, among other things, that twelve hundred Land Souldjers be forthwith raysed to be in readiness to be distributed into his Majesty's Fleets prepared for sea service."

NAVY GLORIES

Since then the Marines, later the Royal Marines, have fought in every major battle that Britain has fought at sea, and they have earned innumerable glories in actions ashore around the world.

Prior to 1939 their rôle was to provide detachments for ships and companies at the home ports, ready to embark for amphibious duties. During the last war they gained their modern rôles of providing Commandos, landing craft crews for the Royal Navy and special boats sections, as well as ships detachments.

Approximately 9,000 strong, the Royal Marines today are divided into a Commando Brigade Headquarters and five Commando units, two large and two small landing craft assault squadrons, three special boats sections, two beach units, and some 17 detachments with the Fleet.

EAST OF SUEZ

Britain is slowly losing her shore bases overseas. If the nation is to maintain a military presence east of Suez, then we believe this must be based at sea either in commando or assault ships or, in the future, hover ships.

During the 1966 debate on the Defence Review, Mr. Healey, Minister of Defence, said:

"The amphibious forces of the Navy-commando ships, landing ships and Royal Marines, will make a valuable contribution to allied or United Nations operations outside Europe."

"I never knew an appeal made to them for honour, courage or loyalty that did not more than realise my highest expectations. If ever the hour of real danger should come to England they will be found the country's sheet anchor."—The Earl of St. Vincent.



Lieutenant-General Tailyour won his D.S.O. in North-West Europe in 1945, and a bar to the D.S.O. in Cyprus in 1954 commanding 45 Commando, which later made history at Suez by carrying out the first opposed helicopter assault in the world. He commanded 3rd Commando Brigade when it moved to the Far East in 1961, and later became Major-General Royal Marines, Plymouth Group.

Promoted to Lieutenant-General in 1965, he became Commandant General Royal Marines in February, 1965, and was knighted in the recent Birthday Honours.

FOUR-PAGE FEATURE

Navy News

Royal Marines and Royal Navy

"THE Royal Marines are very much a part of the Royal Navy," writes Lieutenant-General Sir Norman Tailyour, who is Commandant General.

General Tailyour goes on to say: "We have been part of the Navy since 1755, when control of the Corps was vested in the Admiralty. As the Fleet Air Arm extends the influence of sea power into the air, and the Submarine Service under the waters, so the Royal Marines extend the power of the Fleet on to the land.

"We talk the language of the sailor, live and work with him aboard ship, and many sailors serve ashore with us in the Commandos. The Corps is, therefore, grateful to 'Navy News' for this chance to put ourselves over to those members of the Navy who have, as yet, not served alongside a Royal."

REARGUARD ACTION WON U.S. CITATION

ONE proud honour of 41 Commando, currently stationed in new barracks at Bickleigh, near Plymouth, are the streamers of the United States Presidential Citation carried on their colours.

To gain this honour with the U.S. Marines, they fought not only 12 Chinese divisions in Korea, but intense cold, many of their casualties coming from frostbite.

Detailed to join the 1st United States Marine Corps Division in Korea, they had to fight their way from Wonsan to the Chosin Reservoir where the beleagured U.S. division was preparing for a fighting withdrawal to the coast. The Commando was appointed rearguard, and safely saw the Marine division through.

This was not the first time British and American Marines had fought alongside, the first being the siege of Pekin, where detachments of the two corps united, as usual, in face of Chinese hordes.

In this action, General Sir Lewis Halliday won the Victoria Cross. Until recently General Halliday was the oldest surviving holder of the cross. He died on March 9 this year, and was followed within a week by the only other living Royal Marines' V.C., Lieut. N. A. Finch. Lieut. Finch won his V.C. at Zeebrugge.

The Royal Marines held a joint memorial service at Eastney on May 23, 1966.

R.M. COMMANDO GUARDS THE LIQUID GOLD

The Radfan test



Royal Marines in the Radfan

Forty-five's exciting patrols

IN the parched desert surrounded by bare rocky hills lies the camp of 45 Commando in Aden close by the huge B.P. oil refinery—the lifeblood of the Middle East. The Commando's recent exploits in the Radfan have been added to a long list of actions.

These have included the Normandy landings, the Rhine and Wesel crossings, Hong Kong, Palestine, the Canal Zone, Malaya, Cyprus, Port Said (where the commando was the first unit in the world to make a helicopter assault from the sea), the Kuwait crisis, and the quelling of the Tanganyikan army revolt in 1963.

Service in the Middle East is gruelling, but for those who like a taste of action, exciting. Since their arrival in Aden in 1960, the commando has maintained, almost continuously, a large detachment in the north of the protectorate to guard the barren border with the Yemen.

Patrols are carried out among some of the most gruelling conditions ever experienced. The nature of the terrain, and the heat, test the stamina and fitness of the marines to their utmost.

GREAT STRAIN

Since the outbreak of terrorism by dissidents in the Radfan two years ago, the whole commando has been deployed "up country," amongst the high Jebels and dusty wadis.

The strain on the patrol is great, for behind every rocky outcrop they expect an arab marksman. Bands of dissident tribesmen rove the mountain ranges descending to raid the commando outposts. Many fierce and little-publicised actions have been fought.

In the Radfan the cliff-climbing capabilities of the commandos have proved a great advantage, as they can often outflank or surprise the wiry little warriors in their craggy lairs.

SECURITY ROLE

The return to their base in Little Aden does not mean a rest for the men of 45. Recent political strife and outbreaks of violence in Aden itself has meant that the marines have been deployed in the city and its outskirts in an internal security role.

A hundred per cent. alertness is called for as the commandos keep a permanent watch on strategic positions for terrorists, who strike at dead of night and melt quickly away into a dark maze of twisting alleyways.

COMMANDO SHIPS ARE INVALUABLE

THE two ships of the Royal Navy which give the versatile Royal Marines extreme mobility and usefulness are H.M.S. Bulwark and H.M.S. Albion—the commando ships.

These former light fleet carriers (Centaur is a sister ship) were converted in 1959 and 1961 respectively, and they can quickly transport and land, complete with equipment, a full strength commando.

The commando ship's helicopters are able also to disembark the commando's vehicles. Each ship carries 16 helicopters and four L.C.As.

These ships have sufficient stores and fuel to support the commandos in active operations ashore, and can re-embark and transfer the unit speedily when required.

They are able, at short notice, and entirely within their own resources, to adapt their helicopters for anti-submarine work.

PROVED THEIR WORTH

In the Aden area, at Kuwait, East Africa, and Malaysian Borneo, the commando ships have proved their worth.

When, for example, the Zanzibar government was overthrown, followed soon by mutinies in Tanganyika, Uganda, and Kenya, British help was requested

41 Commando, based on Aden, was sent to Mombasa. Albion was then off Borneo and she was ordered to East Africa to assume her real role and ready to land a fighting force at a moment's notice.

No. 845 Naval Air Commando Squadron was awarded the Boyd Trophy in 1964 for its outstanding services in defence of Malaysia.

The helicopters of this squadron—working from the commando ships Albion and Bulwark—operated from seven different bases during the period.

Without its ship base—with the essential spares, etc.—and with aircraft available to replenish the forward operational helicopters working from jungle bases, 845 squadron could not have carried out its arduous duties.

Because of her frequent appearances off the coast of North Borneo, generally at first light, H.M.S. Albion assumed a phantom-like quality, which led to her being known as "The old grey ghost of the Borneo coast."

This phantom-like quality, able to appear when trouble is only beginning, is of great advantage, preventing "bush-fire" warfare from developing into major conflicts.



H.M.S. Albion exercises with 41 Commando Royal Marines

RUNNING AGROUND

MOST sailors have nightmares about putting their ships or craft "on the mud." Not so the Royal Marines crews of the assault craft from commando and assault ships, for this is their job to negotiate off-shore shoals, coral reef and heavy surf to put their commando loads safely on dry land.

The assault ships—Fearless and Intrepid—carry landing craft mechanised, 80-ton craft capable of lifting two 50-ton tanks. Each craft is commanded by a marine colour-sergeant. Corporals command the landing craft personnel of both the assault and commando ships. These small, powerful craft carry 35 fully armed commandos.

Went down with the ships

ONE in every four musicians of the Royal Marines Band Service gave their lives for the country during the Second World War.

Most people know of the musical prowess of the Royal Marines Bands but few have heard of their fighting duties. They operated the delicate instruments of the ships fire control systems, the intricate computers responsible for the accuracy of the big guns of the Fleet. These instruments are housed far below decks and their operators had little chance of survival should their ship be sunk.

No other service suffered so much in the war.

Today the Royal Marines Band Service number 800, providing bands for ships of the Fleet, Commanders-in-Chief and the Corps. In 1964 they mustered over 400 musicians in one band to Beat Retreat on Horse Guards before Prince Philip, Captain General of the Royal Marines. This is one of the largest bands ever to parade in this country.

This year they will play at the finals of both the F.A. Cup and the World Cup.

The musical skill and precision marching of the Royal Marines bands have assured them of popular support, and people travel miles in order to see and hear them.



Marines arrive in Seychelles

ONE of Britain's smallest colonies, the Seychelles, is the latest hot spot in the East, and the Royal Marines are there to help keep law and order.

The Seychelles group of islands are a near paradise a thousand miles off the coast of Africa in the Indian Ocean. There is no airfield and barely one ship a month to keep the part French, part African, population in touch with the outside world.

But even here the unrest of the modern era has crept in, and rioting broke out in early June. H.M.S. Carysfort rushed to the islands, and a company of 45 Commando was stood by in Aden to be lifted in H.M.S. Gurkha to the spot.

The presence of the ship had a calming effect, and 45 Commando were not needed.

H.M.S. Mohawk has now arrived and she, like other Tribal Class frigates, carries a Royal Marines detachment trained in the methods of maintaining law and order.

The labour unrest in the Seychelles produced near clashes, but there was no actual violence, although an unexploded petrol bomb was found on the verandah of a house of a prominent citizen on the outskirts of Victoria, the capital, which stands on the principal island of Male.

DRUGS FLOWN 1,400 MILES

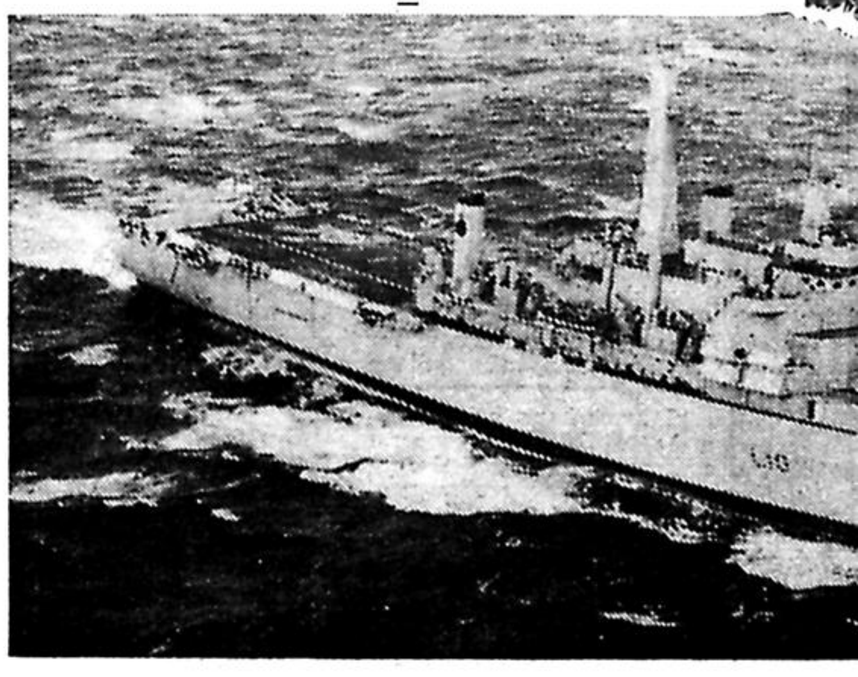
The Seychelles and dependencies consists of 92 scattered islands.

An outbreak of infectious dysentry occurred while H.M.S. Carysfort was in Victoria harbour, and an R.A.F. Shackleton aircraft flew from Aden, 1,400 miles away, and dropped two containers of drugs alongside the destroyer.

H.M.S. Carysfort went into voluntary quarantine to localise the outbreak, which was quickly brought under control.



Royal Marines on jungle patrol in Borneo, a task demanding all the skill taught in training. Below is the new assault ship H.M.S. Fearless.





TO COMMEMORATE SUEZ

Painted in oils for 45 Commando by Mr. William H. Lane, this reproduction depicts Suez—the first occasion on which helicopters had been used by any nation in an assault capacity. A force of helicopters from H.M.S. Ocean and H.M.S. Theseus landed some 500 men of 45 Commando within 91 minutes. The Marines are forming up before going into action with Commandos of 3rd Cdo. Bde. landed from L.S.T.s and L.C.T.s.



HECTIC LIFE FOR 42 CDO

Corps' tradition kept

42 Commando, based in Singapore, will shortly be embarking on the Commando Ship, H.M.S. Albion. During a two-week period they will be carrying out strenuous exercises on the coasts of North Borneo, being landed by ships landing craft and Wessex helicopters.

Life has been hectic for 42 during the past four years. They were one of the first units to be landed to quell the Brunei Revolt in December, 1962.

A successful dawn assault on the rebel stronghold of Limbang, down a long and treacherous river in local boats, started a series of operations that contributed to the rapid crushing of the revolt.

Since that date the Commando has done five tours of active service in Borneo, each lasting about five months. The last one was completed in May this year. The tasks which the Marines have to undertake in the hot and humid jungle embody all the skills taught in their arduous training.

Indonesian infiltrators can strike at any moment, and constant alertness is the order of the day on patrols in the rugged border country, which alternates between steep mountains and reptile-infested swamps.

DEEP FORTRESSES

Bases for these patrols are fortresses dug deep into the ground as a safeguard against enemy mortar attack. Yards of barbed wire and booby traps protect the men against ground infiltration.

Cut off from civilisation by miles of jungle, these outposts are supplied daily with fresh rations and other necessities by the all-important helicopters.

The barracks jn Singapore provide a sharp contrast to the Commando's temporary Borneo homes. Modern and spacious, they contain all the amenities necessary for rest and retraining.

TRAINING NEVER DULL

For those with leisure and recreation in mind, a swimming pool, cinema, library, shops, and all types of sports pitches are within the camp perimeter.

Training is never dull, as the barracks are part of a Naval Helicopter Air Station close by the Royal Naval Dockyard, base of the Commando ships in the Far East.

Numerous rifle ranges and jungle areas on the island enable all ranks to keep up to the mark with their fighting skills, so that at all times the Commando is prepared to move into action.

The Naval Air Station, H.M.S. Sembawang, is now being enlarged and modernised to accommodate 40 Commando, as well as 42 Commando and H.Q. 3rd Commando Brigade.

KANGAW ACTION

42 Commando are no strangers to the Far East. Soon after their formation in 1943 from a Royal Marines Battalion, they found themselves in the South-East Asia Command, where they fought in the epic action at Kangaw.

The unit has kept alive the tradition in the Corps of always being "the first into action." This has included the liberation of Hong Kong after the war, the Malayan emergency in 1950, the Cyprus emergencies, and the sea-borne attack on Suez in 1956. They were the first unit to be landed from Bulwark, the first properly converted commando ship, during the 1961 Kuwait crisis. They were landed within 24 hours of aid being requested.

Now that the Borneo confrontation seems to be ending, 42 Commando is prepared, as ever, to move anywhere in the world.



'Paddle his own canoe'

Royal Marines frogmen gain valuable information in beach recces. Bottom, a member of the special boats section does a parachute water-jump.



Families to leave Aden

During 1967 the number of Servicemen's families in Aden is to be reduced. The number of such people is between 8,000 and 9,000.

No families will be allowed to go to Aden after December next, and it is thought that about 500 will be leaving the Protectorate each month.

The total number of men in Aden at present is about 14,000. This number will be kept up for the immediate future by Servicemen on an unaccompanied basis.

This reduction is Britain's first move to give effect to her decision, made last February, to evacuate her military bases when South Arabia attains independence by 1968.

The reduction in the number of families will mean the gradual closing of six service schools which have, at the moment, about 3,000 pupils.

'CLOAK AND DAGGER' BOAT SECTIONS

STATIONED in the Far East are two Special Boats Sections of the Royal Marines.

Kipling once wrote of the Royal Marines, "You can leave 'im at night on a bald man's 'ead to paddle his own canoe." He little knew how true his words would come.

Left at night in rough seas, miles from land, the men of the S.B.S. paddle their canoes to recce beaches for amphibious exercises and patrol shipping lanes, gaining vital intelligence for the Navy.

But canoeing is only one of their skills; expert frogmen, they are deadly with their underwater explosives. In times of war they can reach their targets by submarine, parachute, canoe, surfboard or helicopter.

They are escape and evasion artists, often operating far behind enemy lines.

The most publicised of their operations was the Bordeaux raid which inspired the film "Cockleshell Heroes." Ten men set out, two returned—but they sank vital enemy shipping.

To commemorate the raid, a plaque was unveiled and consecrated in St. Nicholas Church, in the town of Bordeaux, on April 3 this year.

H.M.S. Londonderry visited the port from March 31 to April 4, taking with her Lieut.-Colonel P. R. Kay, R.M., commanding officer of the Amphibious Training Unit, Royal Marines, and five members of the Special Boats Company of his unit.

Colonel H. E. Hasler and Marine Sparks, the only two survivors of the raid, attended the ceremony, in company with relatives of those who lost their lives, and members of the French Resistance who helped the survivors to escape.

The townspeople were most hospitable and visits were arranged to local vineyards.

Ski champ



Captain of the British Biathlon Team, and a member of the British Pentathlon Team, Major Rod Tuck, of Pullborough (Sussex), is one of the finest all-round sportsmen in the Royal Navy. Bi-athlon means ski-ing and shooting. Pentathlon is running, riding, swimming, fencing, and shooting. Major Tuck is an expert at all these sports.

Rod Tuck comes from a naval family. His brother, Lieut. Adrian Tuck, flies a Scimitar with the Fleet Air Arm, and their father is Captain G. S. Tuck, D.S.O. R.N.(Retd.).

Major Tuck's company of 45 Commando is now on internal security duties in Little Aden.

ADVENTURE BEYOND THE MAIN GATEWAY

Recruit intakes at Deal depot

EVERY day a steady trickle of young men walk through the main gate of the depot of the Royal Marines at Deal in Kent. These are the new intake of recruits who have come to join the Corps.

They are all shapes and sizes, and full of apprehension. For most it is a big adventure, and for all it is the start of a completely new life.

They are greeted by the duty sergeant, resplendent in blue uniform and red sash, who despite their earlier fears, guides them firmly but kindly through their joining routine.

It is every man for himself at this stage, all a little frightened of what lies ahead, but none prepared to admit it.

But life isn't as bad as all that. Strangely enough, the duty sergeant is pleased to see them, and perfectly willing to help. And before very long they begin to look like Royal Marines, even if they don't feel it.



Commando course—then the job begins

They start their training when there are sufficient of them gathered to form a squad of about 40 strong, but by that time they have learnt where the galley is, and how to wear their berets.

And then work starts in earnest—15 weeks at the depot, learning how to be a Royal Marine.

Learning how to stand to attention, how to salute, and how to dodge the R.S.M. Learning how to drill as well as those Marines they saw at the Royal Tournament.

LONG WAY YET

And one day they will do that, but they have a long way to go yet. In the meantime, their squad instructor calls them all the names under the sun and a few others as well, but they can't believe that they are quite as bad as all that.

And then it is all over, and off they go together to the Royal Marines Infantry Training Centre at Lympstone, near Exeter.

A completely new set of faces to greet them, a completely new barracks, part of it still being built, and a completely new task which lies ahead.

Here they learn for 12 weeks to be infantrymen, followed by a supreme test—a five-week commando course.

Once again they are kept hard at it. Learning that their rifle is their best friend; learning how to respect it and how to use it better than the other fellow; learning how to move at night, on their own if necessary, and how to get to their destinations, where their chums are depending on them.

SENIOR SQUAD

Learning to be fit, and strong enough to march 30 miles across Dartmoor in less than eight hours, and still be capable of shooting straight at the end.

Then it is all over, and they are the senior recruit squad in the Corps—the King's Squad. By that time they are convinced they are the best squad that ever went through training, and they are probably right.

What is certain is that they are now Royal Marines, and that is good enough for any man.

And when they wonder whether it was all worth is, they are reminded that the real job hasn't even started. For most it will be out to places like Borneo and Aden, to serve in a Commando unit, and for some it will be life aboard a frigate in the Persian Gulf or the West Indies.

Of course it was all worth it, because from now on the other side will really have to watch their P's and Q's.



C./Sgt. Gillie Howe (rear) and Marine Brian Strickland, winners of the 1966 Devizes to Westminster canoe race

STAR OF THE CANOE MARATHON

A HUNDRED AND TWENTY-FOUR miles of hell, the annual Devizes to Westminster canoe race, draws competitors from all over the country—among them Colour Sergt. Gillie Howe, of the Amphibious Training Unit, Royal Marines, Poole, Dorset.

But there is a difference about Gillie, for he has won the race five times, and holds the record of 20 hours 20 minutes.

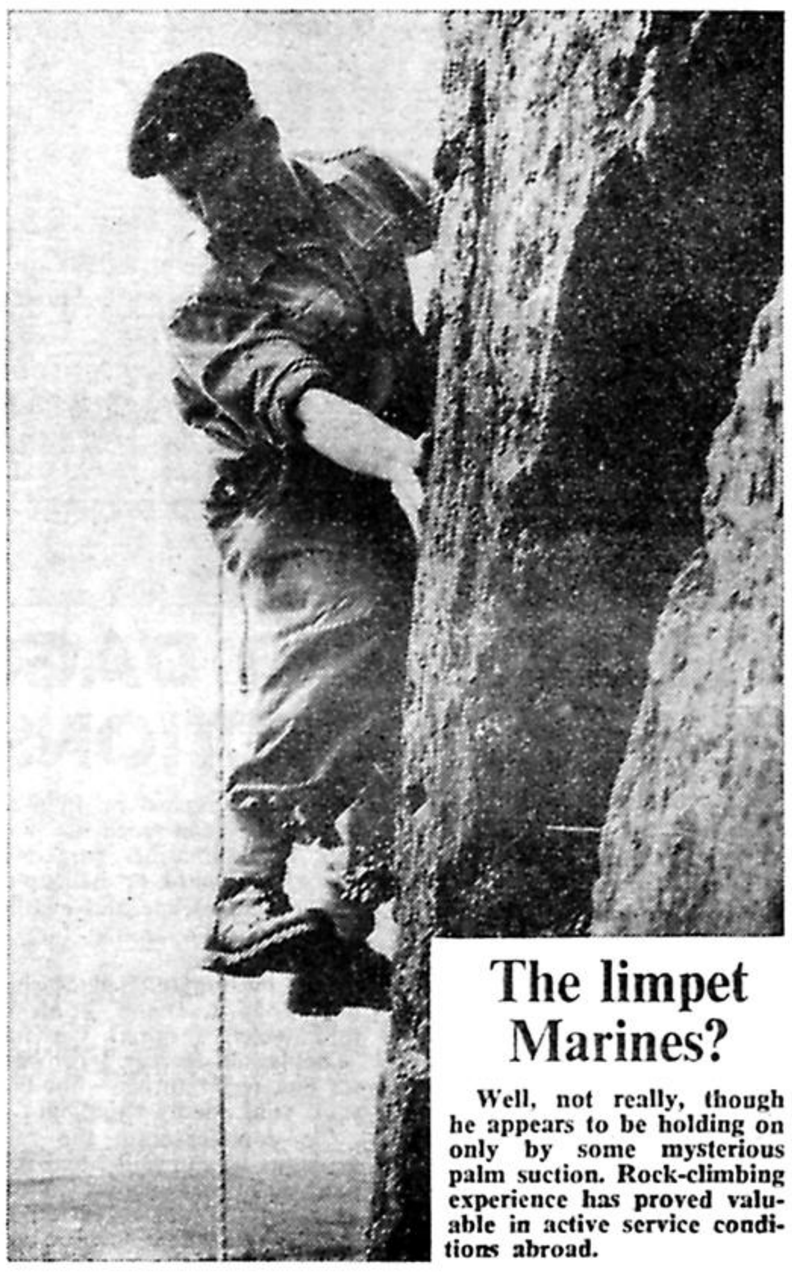
Now Gillie, at 38, has decided to retire to make room for younger men, but he will not cut his ties with the Thames—he will concentrate on training competitors.

HOLDS D.C.M. AND M.M.

Gillie collects trophies—he has a Distinguished Conduct Medal, awarded for gallantry in action against Malayan terrorists in 1951, and a Military Medal for leading crack tracker teams in the jungles of Borneo against Indonesian infiltrators.

Gillie is outstanding among the Special Boats Section operators, who all enjoy the sporting side of canoeing.

Royal Marines, most of them from the Special Boats Section, have won the Devizes to Westminster race ten times in the last 12 years.



The limpet Marines?

Well, not really, though he appears to be holding on only by some mysterious palm suction. Rock-climbing experience has proved valuable in active service conditions abroad.

'Choppers' Marine in the Fleet Air Arm

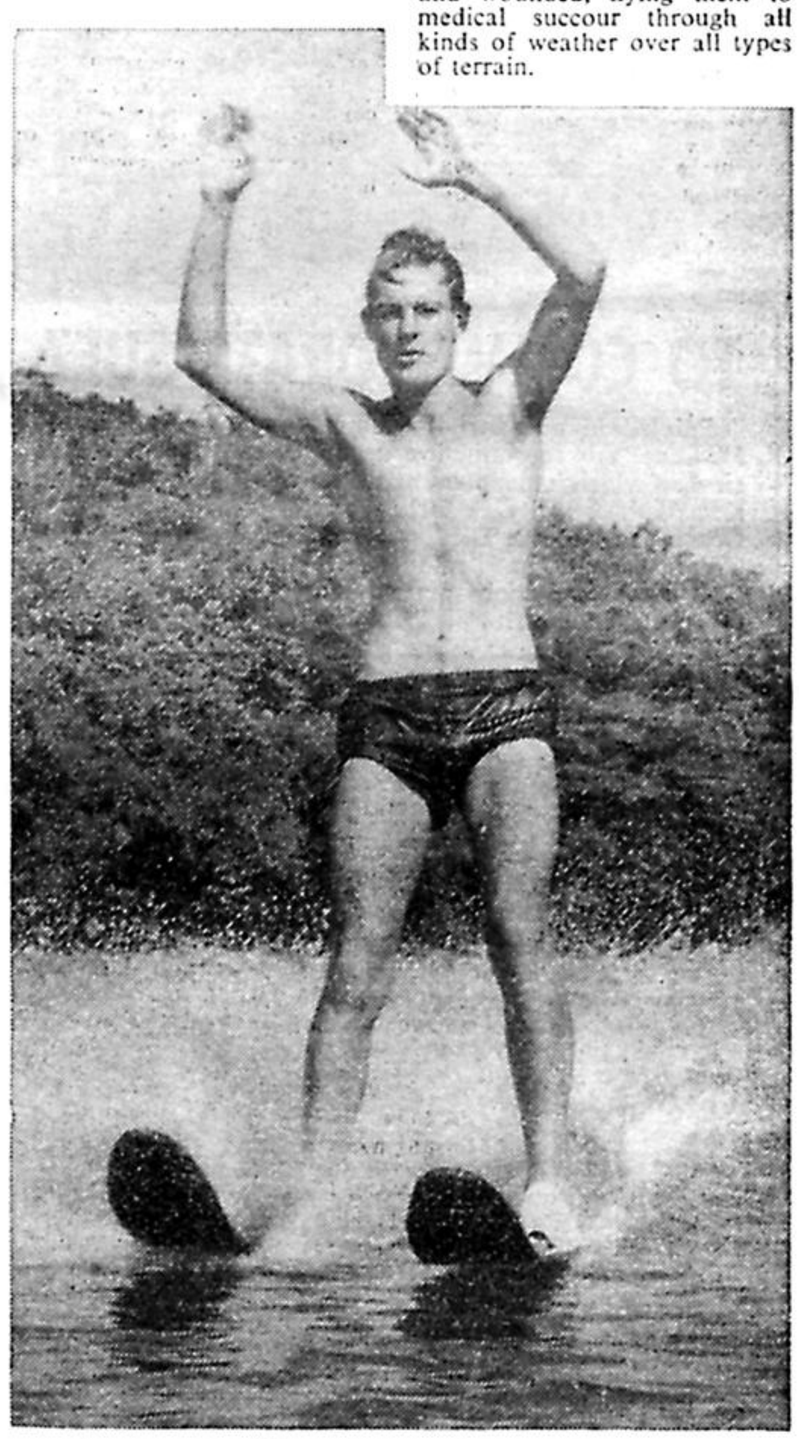
BORN in Alverstoke, Hants, Captain Tim Donkin joined the Royal Marines in November, 1958.

After training and serving with 40 Commando in Malta, he volunteered to become a helicopter pilot with the Fleet Air Arm.

Joining H.M.S. Bulwark for 848 Naval Air Commando Squadron in 1963, he was made a Flight Commander and placed in charge of a helicopter detachment stationed in the Sarawak outpost of Nanga Gatt.

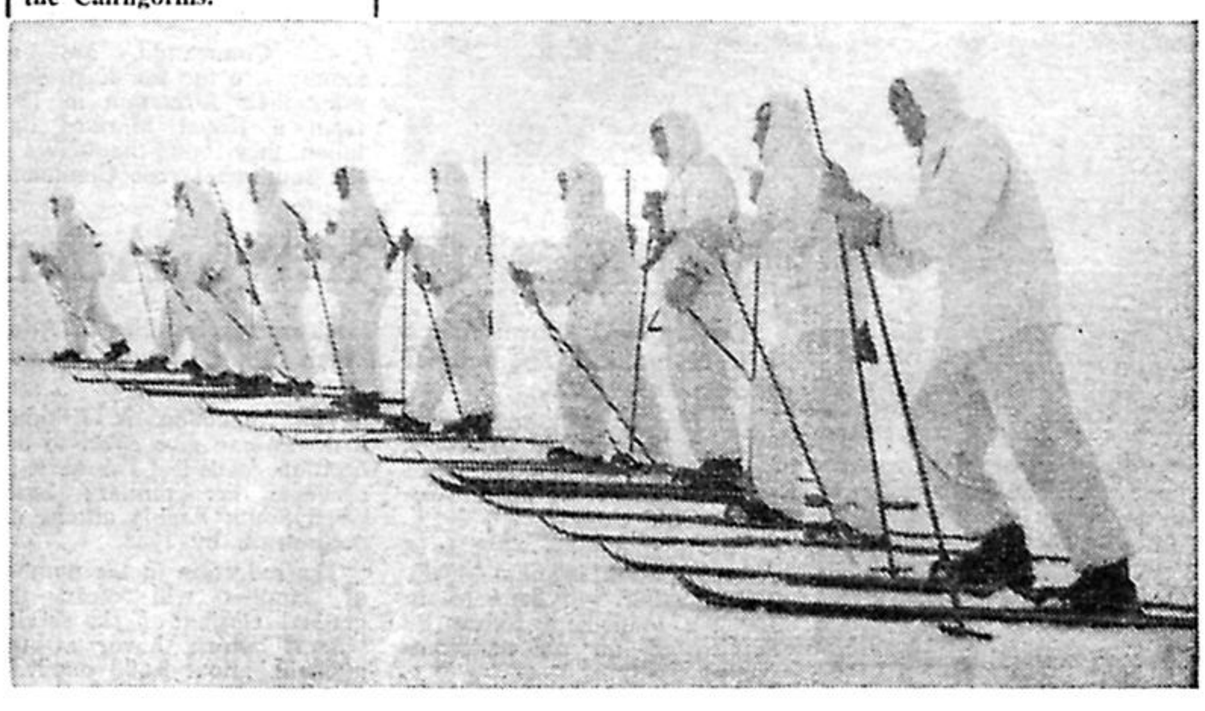
He was officially congratulated in March, 1965, for his part in rescue operations involving a helicopter crash, and later awarded the M.B.E. for the way in which he conducted operations at Nanga Gatt.

Tim Donkin made many friends among the Ibans of Borneo through the work which he and his Flight carried out in looking after the sick, maimed, and wounded, flying them to medical succour through all kinds of weather over all types of terrain.



Look! No hands.—Lieut. Tim Donkin, water ski-ing in Borneo

Royal Marines undergoing snow warfare training in the Cairngorms.





BATHING POOL ABOARD AURIGA

ANY long voyage is an adventure, and with more than half the ship's company visiting the Far East for the first time, H.M.S. Auriga's outward passage from Devonport was no exception.

Calls were made at Gibraltar and Malta—the latter being an exceptionally pleasant four days since the ship's company was able to live ashore.

Suez was transitted uneventfully, though some of those on board were left wondering whether they were wise to trade all their winter clothes for certain Port Said souvenirs.

The Red Sea heralded the beginning of the really hot weather, and every afternoon the casing top was packed with bodies.

A swimming pool was rigged above the forward escape hatch, and at least one rating claimed to have passed his swimming test having completed two lengths of the five-foot pool!

Eight days at Aden included a full sporting and social programme. The rugger XV challenged R.A.F. Khormaksar, and found themselves against their first XV. The score mounted against Auriga somehow escaped the writer's memory.

Going on to the Gulf of Oman, Auriga for a week participated in FOMAX, with units of the Royal Navy, Iranian Navy, and United States Navy.

UNPAID "MUMS"

Opportunities were taken to exchange personnel with H.M.S. Gurka, who with H.M.S. Eskimo proved to be delightful temporary unpaid "mums" during the time the ships worked together.

FOMAX over, Auriga visited Muscat, a quaint Arab town to which no submarine had ever been before.

All too soon Muscat had to be left behind, and once again Auriga settled down to a long ocean passage—this time the final stretch to Singapore.

A month was spent in harbour, during which time a maintenance period was undertaken, families flew out to join their husbands, and everybody had the chance to settle in for what promises to be a worthwhile and interesting commission.

H.M.S. Londonderry sailed from Portsmouth on June 27 for the Far East.

The frigate is expected to serve overseas for about a year.

'Brightest Star' Commissions

NAMED after "Sirius"—the Dog Star — "the brightest star in the heavens," H.M.S. Sirius, the 13th Leander class frigate to join the Fleet, commissioned at Portsmouth on June 15.

Lady Woods, wife of Admiral Sir Wilfrid Woods, a former Commander-in-Chief, Portsmouth, who launched the ship in 1964, cut the commissioning cake, and presented the ship with two silver cups and a painting of the second Sirius (1797-1810) in action in 1798.

Miss Janice Whiteman, "Miss England," who is the ship's official "pin-up" girl, arrived a little late—"but," said everyone, "better late than never."

Hitch-hiked 2,500 miles

Radio Supervisor J. Cooper, A.B. W. Perkin, Lieut. J. Leech, and A.B. G. Smart, of the Royal Yacht Britannia, at the start of a 2,500-mile hitch-hike from Hobart to Fremantle. They covered the distance in seven days, saw much interesting country, and met a wide cross-section of Australian people.

ROYAL YACHT HOME AFTER FIVE MONTHS

THE Royal Yacht Britannia returned to Portsmouth on June 15 after a five-month round-the-world cruise, during which she steamed 32,000 miles, took part in two major Royal tours in the West Indies and New Zealand, and anchored or went alongside in 62 different ports.

Queen Elizabeth The Queen Mother left Britannia at Auckland on May 4 after her tour of New Zealand, and returned to London by air.

Britannia's next ports of call were Hobart and Fremantle, where the Yachtsmen enjoyed that famous Australian hospitality and renewed many old friendships made during the Royal Tour of 1963.

Yachtsmen whose relatives live in Australia were given a week's leave to visit them.

After leaving Fremantle, Britannia took two weeks to steam to Aden, where a six-hour visit was spent in fuelling and shopping.

After a hot passage up the Red Sea, the Yacht passed through the Suez Canal on June 4, the same day as H.M.S. Ark Royal and H.M.S. Barrosa, and pausing only for a mail stop at Malta she arrived in Gibraltar on June 9 for a final run ashore before the final leg to Portsmouth.

IT'S ALL RIGHT MUM

Determined to see over a submarine, she wasn't too sure of herself until a sailor came to the rescue at Portland Naval Base. Visitors will enjoy seeing over some of Britain's newest warships at this year's At Home, on July 30 and 31.



MERLIN AMONG ENTRANTS

Navy yachtsmen in 'Tall Ships'

MERLIN, the Royal Navy's sail training yacht, will be among competitors in the Tall Ships Race from Falmouth to The Skaw, starting on July 9.

In command of Merlin will be Lieut.-Cdr. M. R. Williams, R.N., of H.M.S. Daedalus, accompanied by Lieut.-Cdr. A. Thomas, R.N., from the Ministry of Aviation (navigator), and C.P.O.s S. R. Williams, G. J. Standen, and P.O. J. R. Mullender, all of H.M.S. Daedalus.

Merlin is used to give seamanship and adventure training to Naval Air Command trainees.

Though the yacht was successful in earlier Tall Ships Races, it is becoming increasingly difficult for such an elderly boat to race against more modern yacht-type training vessels.

ROUND BRITAIN

There is also naval interest in the Round Britain yacht race, which began from Plymouth on July 2. The course is clockwise with stops at Cork, Barra, Lerwick, and Harwich.

Each boat will have a two-man crew, and aboard Dr. D. D. Matthews' Blue Saluki will be Sub-Lieut. J. L. R. Williams, of H.M.S. Daedalus.

Dr. Matthews and his co-owner, Dr. P. L. Bathurst (both war-time R.N.V.R. officers), have loaned Blue Saluki to the Royal Naval Sailing Association for off-shore races, and many members enjoyed the full ocean racing programme last year.

Sub-Lieut. Williams has skippered the yacht in all her races, and hopes to take part in the next single-handed Trans-Atlantic race. He will get in some practice by sailing the yacht alone from Gosport to Plymouth for the start of the Round Britain race.

MOVEMENTS OF SUBMARINES

H.M.S. Rorqual sailed from Gosport to join the 7th Submarine Squadron at Singapore on July 4.

Three submarines — Opportune, Thermopylae, and Token are to take part in the Portland Open Days on July 30 and 31.

H.M.S. Otus is to visit Fredrikstad from July 28 to August 3.

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Bernards are tailoring the new Royal Marines Senior N.C.O's. Evening Rig, and full details of price and delivery times will be given on request at a branch or to Head Office.

Navy interest in Gosport Display

HOVER 'FRIGATE' OF THE FUTURE

MORE than 2,000 shipowners and government representatives from 110 countries accepted invitations to attend the Hovershow '66—the first large scale hovercraft exhibition—which took place at Browndown, Gosport, from June 15 to 19.

"Britain is the only country in the world which could stage Hovershow '66," said Admiral of the Fleet Earl Mountbatten, when he opened the display, adding that 10 years ago the hovercraft was a gleam in the eye of its inventor, Mr. Christopher Cockerell, and now Britain is many years ahead of the rest of the world.

"I know of no other case of a revolutionary method of transport which has gone so far in so short a time as the hovercraft," he said.

Earl Mountbatten spoke of the way the Navy had backed the new craft, and of the work of the Inter-Services Hovercraft Trials Unit.

UP TO 40 KNOTS

In Borneo, hovercraft had gone up rivers and over swamps and shallows at up to 40 knots, and recently, in Canada, hovercraft had done over 40 knots over ice floes. Earl Mountbatten added smilingly, "If the Canadians don't buy a hovercraft, they want their heads examined."

Pride of place at the show went to a model of a hovership which will be of 4,000 tons displacement, and 480 feet long, and which could carry 7,000 passengers, or 2,000 tons of cargo.

Capable of 50 knots, the craft is intended mainly as a cargo carrier. It would be able to work in any sea, to operate as a ship or a hovercraft, and able to run up beaches and park on land.

"This would be the equivalent of bringing a frigate ashore," said a British Hovercraft spokesman.

400-TON HOVERCRAFT

The Government is also thinking of a hovercraft of 400 tons, able to hunt and destroy nuclear submarines, as well as for use as an amphibious supply vessel, and to be operational in 1971.

Such a craft could, at the touch of a button, rise above the waves and travel at 100 m.p.h. It could carry a battalion of troops.

It was announced at the show that a Government order for two new prototypes had been made. One will be a fast patrol boat and the other a logistics support craft.

With a load capacity of about 15 tons, the new craft will be capable of 75 knots.

£50 GRIN



Ch.M.(E) Victor Pike

On board Ark Royal in Aden, two prize-winners in the S.S.A.S.A. (Aden) branch Derby sweepstake received their money from Mrs. Wickner, Deputy Director of the Association. Photographed with a winning smile is Ch.M. (E) Victor Pike, of Devizes (Wilts), who got the second prize of £50. A shipmate, Shpt. Art. I Douglas Arthur Hudson, of 39, Bickham Road, St. Budeaux, Plymouth, was also a prizewinner.



SECOND SEA LORD'S VISIT

The Second Sea Lord, Admiral Sir Desmond Dreyer, meets the electrical department aboard H.M.S. Albion in the Far East.

Sergeant's bravery

SERGEANT Ronald Victor Shellard, of the Royal Marines, has been awarded a Queen's Commendation for brave conduct in clearing mines and ammunition in the Radfan area of Aden.

The citation says that while in command of the Assault Engineer Troop of 45 Commando, Royal Marines, he personally "swept" more than 300 miles of track in the Radfan for mines, and was responsible for the destruction of more than 80 "blind" artillery missiles.

Born in Cardiff, Sgt. Shellard, who is 36, joined the Royal Marines in 1947.

CADETS IN RACE

The Sea Cadet Corps is entertaining the brigantine Centurion, 43 tons, in the Sail Training Association's race from Falmouth to Copenhagen, starting on July 9.

'QUEEN' PARADE IN EDINBURGH

MASSED bands of the three Services paraded along Princes Street, Edinburgh, during the Queen's Birthday celebrations in the Scottish capital.

The Lord Provost of Edinburgh, the Rt. Hon. Herbert A. Brechin, took the salute, flanked by the Service chiefs in Scotland.

This was the first time the Services had held a parade of massed bands to mark the Queen's Birthday in Edinburgh, and it was organised by the Royal Navy—this year's host Service.

Bands taking part were the Royal Marine Band of the Flag Officer, Scotland and Northern Ireland; the Military Band of the 1st Battalion, The Gordon Highlanders; and 4 Regional Band, Royal Air Force: the massed Pipes and Drums of the 1st Battalion, The Gordon Highlanders, The Lowland Brigade, and The London Scottish (TA).

In the evening, following an official reception in the main banqueting hall of Edinburgh Castle, the massed bands Beat Retreat on the Castle Esplande, watched by a crowd of several thousand, which included many foreign visitors.

SULTAN BIRTHDAY

H.M.S. Sultan, the Navy's Marine Engineering School at Gosport, was ten years old on June 1.

Joined Navy in 1890

The death occurred on May 26 of Cdr. Joseph Charles Chilton, R.N. (ret.) who was in his 98th year.

Cdr. Chilton entered the Navy in 1890, served on the China Station, and often talked of the time he sailed up the Yangtse River in 1891.

He left the Navy in 1922, having served in destroyers on convoy duties during the First World War.

In Memoriam

Thomas Joseph Collins. Marine. R.M.20139. 42nd Cdo., R.M. Died March 18, 1966.

William David Nicoll. Engineering Mechanic I/c. P/062581. H.M.S. Reclaim. Died May 5, 1966.

Timothy Ian Wooldridge. Assistant Cook (S), P/079924. H.M.S. Victory. Died May 9, 1966.

David Samuel Walton. Leading Electrical Mechanic. P/M 983168. H.M.S. Collingwood. Died May 18, 1966.

Paul Andrew Conceptus John Carmel Savioue Bartolo. Petty Officer Engineering Mechanic. E/KX 612987. H.M.S. St. Angelo. Died May 27, 1966.

Celia Elizabeth Dodson, Leading Wren (Writer) 119966. H.M.S. Seahawk. Died May 29, 1966.

William Kendall. Acting Petty Officer Engineering Mechanic. P/K 983715. H.M.S. Sultan. Died June 3, 1966.

Surg. Lieut. W. R. Candy, R.A.N., H.M.S. President. Died June 3, 1966.

Joseph William Smith. Electrical Mechanic I/c. L/078393. H.M.S. Heron. Died June 6, 1966.

Mid. Richard Wynn Kenrick, R.N. H.M.S. Seahawk. Died June 17, 1966.

Lieut. Peter George Gwinnell, R.N. H.M.S. Seahawk. Died June 17, 1966.

2/Lieut. James Findlay Dallas, R.M. R.M. Barracks, Eastney. Died June 20, 1966.

Archibald Watson, Cpl, R.M. R.M. Barracks, Eastney. Died June 20, 1966.



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The 'News' Diary

Reprieve for Semaphore?

GUESTS of the Royal Navy, at the 1966 Seadays exercises, might have noticed a "dying art" as stores and personnel were transferred between ships under way.

Escort vessels came close on either side of the cruiser Tiger, and before telephone lines were across, signals were being exchanged by short-arm semaphore.

Although no further Royal Navy training is to be given in semaphore, some scorn was poured upon this decision. However sophisticated communications become, it would appear that in certain circumstances it continues to be essential.

Semaphore is being retained among NATO ships, and American interest is increasing rather than the reverse.

Betting seems to be heavily in favour of the Royal Navy's decision being reversed.

Photo award

TOP photographic trophy in the Royal Navy, the Peregrine Cup, was presented to Petty Officer (Air) Charles James Robinson, by Capt. B. C. C. Place, R.N., in command of H.M.S. Albion, before a gathering of the ship's company.



P.O. (Air) C. J. Robinson

P.O. Robinson, whose wife is a leading wren at R.N.A.S. Culdrose, Cornwall, is in charge of the photographic section on board Albion, and won the competition with an unusual silhouette of Wessex helicopters on and over the ship.

Navy winners

NAVAL film-making is in the news again with the winning of two major awards in the British Industrial Films Association's 1966 competition.

The prizes were handed over at a luncheon at the Savoy Hotel in London by Mr. Roy Mason, Minister of State to the Board of Trade, and received on behalf of the Ministry of Defence (Navy) by Rear-Admiral T. H. Maxwell, Director-General of Naval Training.

The two successful films, "A Class of Your Own," and "Visual Aids," were the third and fourth in a series of colour films made on the general subject of "Instructional technique." The first two parts won the Soleil D'Or at Versailles last year as the most outstanding training film submitted from 22 nations.

"Visual Aids," which was mainly shot at the Royal Naval Film Studios at Tipner, Portsmouth, has also been chosen to be entered for the Seventh International Film Festival in Venice later this year.



Chief Wren Betty Ellwood, serving at R.N.A.S. Yeovilton, who was awarded the B.E.M. in the Birthday Honours. A welfare worker, Chief Wren Ellwood is married to a chief petty officer serving at the Air Station

FEMININE JACKSTAY VOYAGERS

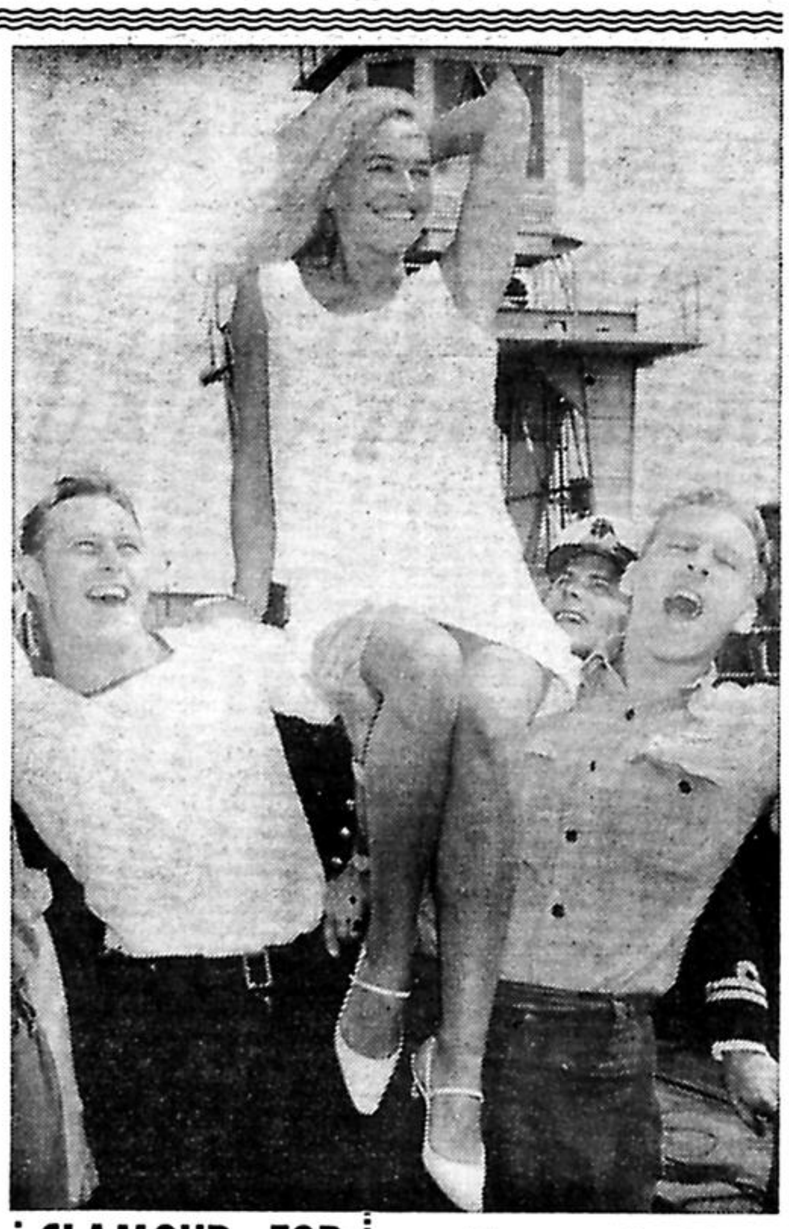
FOR no particular reason, much correspondence has been flowing through the "Daily Telegraph" concerning the claim to have been the first woman transferred between ships at sea by jackstay.

Mrs. Diana Lock started it by being transferred on May 23 between H.M.S. Scarborough and H.M.S. Torquay, but Shirley Williams was quick to point out that her transfer, from Loch Fyne to Loch Ruthen, was at sea off Bahrein in 1959.

This brought Margaret Dickson with a 1958 claim between Redoubt and Bastion, and a letter from E. G. Churchill who pointed out that "beautiful lady doctors" came sliding across the jackstays during Exercise J.E.T. in 1955.

The "lady doctor" afterwards identified herself as Anne Toal, of Hove (Sussex), who said she was transferred from the Royal Fleet Auxiliary Fort Charlotte to H.M.S. Gambia, and that it was reported at the time to be the first jackstay crossing by a woman.

Lieut.-Cdr. Haigh, however, wrote claiming the "record," pointing out that his wife, a naval wife of nearly eight years' standing, had still not crossed from ship to ship at sea by jackstay.



GLAMOUR FOR GRAMPUS

Bronzed and smiling actress Shirley Eaton receives an enthusiastic welcome on board H.M.S. Grampus when she arrived for a showing of her latest film "Around the World Under the Sea," the action of which takes place in a submarine. Before going below for the showing of the film, Miss Eaton chatted to the men, watched by sailors at H.M.S. Dolphin, gathered on the quayside.

Plymouth gift

PLYMOUTH has a new link with its namesake town in the West Indies island of Tobago—an ancient bell.

The bell, cast in 1787, was found in the crypt of the Church of the Ascension in England's Plymouth, and donated in response to an appeal on behalf of the Tobago church.

H.M.S. Ursa carried the bell to Bermuda, and H.M.S. Lynx took it on from there. The "bell party" at the official presentation were C.P.O. D. H. Barber (Ashford, Kent), C.R.E.I.A. F.A.C. Tebbit (Portsmouth), Ldg. Sea. R. A. Adamson (Portsmouth), and Ldg. Sea. B. Stockton (Crewe, Cheshire).

NAVY AND ARMY LONG SERVICE MEDALS

BATTERY Quartermaster Sergeant Kenneth Bagshawe, Royal Artillery, of Albert Road, Parkstone (Dorset), has been presented with his second Long Service and Good Conduct Medal.

He enlisted in the Royal Marines in 1932 at the age of 18, and later served in H.M.S. Carlisle in South Africa. During the war he served in the Middle East and Europe, as well as in the United Kingdom.

Awarded the Long Service and Good Conduct Medal in 1947, he was shortly afterwards transferred to the Royal Artillery as a field gun instructor. In 1954 he went to Malta, and once again served alongside Royal Marines.

Now at the Joint Warfare Establishment at Old Sarum, he is in charge of all the instructional aids, his staff consisting of two sailors, two soldiers, and two airmen.

He was presented with his second medal by the Chief of the Defence Staff, Field-Marshal Sir Richard Hull, at a ceremony at the J.W.E. on June 3.



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During December the Rose season is coming to an end, and whilst orders for Roses will be executed if possible, other flowers may have to be substituted.

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C. in C. VISITS R.H. SCHOOL

The Commander-in-Chief, Home Fleet (Admiral Sir John Frewen) visited the Royal Hospital School on June 8 and inspected the parade on the occasion of the inspection of the School's Combined Cadet Force All Naval Contingent. A Pilot's Certificate and Wings were presented to Cadet P. O. Gibbs, gained through winning the award of a Royal Naval Flying Scholarship.
Photo : "East Anglian Daily Times."



Flight record

PILOTED by Lieut. John Cross, R.N., with Lieut. George Oxley, R.N., as navigator, a Buccaneer Mark II strike fighter left the carrier Victorious in the Channel at 1 p.m., and arrived two-and-a-half hours and 1,020 miles later at Gibraltar. It returned to the ship by 6 p.m.

The flight was "not intended to be a record-breaker," but in fact set up a record for a flight from an aircraft carrier.

Refuelling from a second Buccaneer took place during the outward flight.

Victorious sails

H.M.S. Victorious sails for the Far East on July 8.

Since recommissioning on April 7 the carrier has carried out her sea trials and completed her work-up programme.

The first part of the work-up took place in the Moray Firth area, the highlight of the flying being a most successful strike by the Buccaneer Mark II aircraft on the N.A.T.O. Matchmaker Squadron.

Marvellous time in Haifa

GALATEA'S CUP AS A TRIBUTE

THE wonderful welcome extended to the ship's company of H.M.S. Galatea when the ship visited Haifa during May was such that the Welfare Committee wrote to "Navy News" asking that the Navy, in general, should be so informed.

If it had been possible for a man to have been spared from work during the whole of the visit, the trips laid on would, had he been a civilian tourist, have cost about £20.

Arrangements were made for tours to Jerusalem, to Nazareth and Galilee. There was a visit to a "kibbutz," and while there the visitors were able to swim in the Sea of Galilee or in the River Jordan, whichever took their fancy.

On May 8 the ship's soccer team played a full Israeli Navy XI and managed to draw—two goals each—after being two goals down at the interval.

That afternoon, while some of the ship's company were touring Haifa and Acre, 35 orphans from the local orphanage were given a party on board, with films, tea, games and presents.

On the previous evening the Senior Rates entertained the Israeli Senior Rates and their ladies at a cocktail party.

On the Sunday evening of the visit the whole ship's company was invited to a display of folk dancing and singing by the internationally known Israeli Folk Group.

To show its appreciation the welfare committee of the ship presented a trophy to the Israeli Navy for competition among their ships.

Those in Galatea hope that the Royal Navy will reciprocate the wonderful hospitality should an Israeli ship pay a courtesy call to a United Kindom naval town.

RATING'S BRAVERY

The bravery of M.(E)1 D. W. Thorman, who prevented an outbreak of fire when a fuel sprayer burst in the anti-submarine frigate H.M.S. Torquay, has been commended by the Commander-in-Chief Home Fleet (Admiral Sir John Frewen).

A.B. struck officer

Thomas William Bailey, an 18-year-old able seaman was sentenced to six months' detention at a court martial at Portsmouth on June 21, after pleading guilty to striking an officer.

NEW STANDARD DEDICATED

Collingwood band visits Enfield

HUNDREDS AT 'NAVY DAY'

ENFIELD had its own "Navy Day" on June 12 when several hundred ex-Navy "types" converged on the local branch of the Royal Naval Association for the "laying-up" of the branch's old Standard and the dedication of a new one at the Enfield Parish Church.

Sea Cadets were posted at the local stations to greet the visitors, and to point the way to the assembly point.

The band of H.M.S. Collingwood led the parade to the church for the service, and afterwards past the saluting dais where the salute was taken by the Admiral President of the Royal Naval College, Greenwich, Vice-Admiral P. U. Bayly.

CONGRATULATIONS

To Lieut.-Cdr. L. H. Maskell, R.N.R., Secretary to the Council, Royal Naval Associations, on the award, published in the Birthday Honours List, of the O.B.E.

With Admiral Bayly were the Mayor of Enfield, Alderman C. Wright and Cdr. Sir Roy Gill.

Malvern shipmates at Portsmouth

MEMBERS of the Malvern branch of the Royal Navy Association recently spent an enjoyable week-end at Portsmouth where they saw some of the many changes which have taken place in the city since the end of the Second World War.

During the visit they were lunched in the Chief Petty Officers' mess of the Royal Naval Barracks, and the visitors also visited the Portsmouth branch of the association, where many old friendships were renewed.

The next meeting of No. 7 Area (Glos., Worcs., Hereford and South Wales) will be held in the Malvern headquarters on July 9, and this will be followed by a social evening.

The Malvern branch meets at the Tudor Hotel, Malvern, on the first Tuesday of each month (except July and August), and the members would be pleased to meet any ex-Navy men and women.

In October some members will be attending the annual parade and reunion in London.

Ashford tours West Country

WHEN a party of 41, composed of shipmates of the Ashford (Kent) branch of the Royal Naval Association, and their ladies, toured the West Country recently, they were entertained to tea by the branch's past-president, Admiral Sir Albert Poland, and Lady Poland, at Padstow.

Later in the evening Admiral and Lady Poland "spliced the mainbrace" with the visitors at a little hostelry at St. Merryn.

The Ashford contingent covered 1,000 miles during its tour and returned home brown, but feeling years younger.

At St. Austell, Shipmate Mortimer, chairman of the local branch, and members, gave a "smashing" welcome to the tourers, which was greatly appreciated.

The Ashford branch sent a coachload of shipmates to Chatham for the Annual Rally and Church Parade, and in the evening they were entertained in the Pembroke Club to dancing and a cabaret.

The Standard Bearer's Trophy, won by the Lydd branch, was presented on this occasion, and so was the Don Murray Trophy, which, once again went to the Dartford branch.

The donor of the latter trophy, Shipmate L. G. Murray, a vice-president of Ashford branch, and Mrs. Murray, were guests of honour of the Dartford branch on June 13, and both say what a pleasure it was for them.

The hospitality and friendship they received made it plain why Dartford had won the trophy.

A new branch for Runcorn?

AT the annual general meeting of the Runcorn branch of the Royal Naval Association, the secretary, Shipmate J. Peers, informed the members that application had been made for a site in the New Town, and he thought it possible a new branch could be opened there some time in the near future.

Shipmate H. McMullen, chairman of the branch, said that the club had experienced a very successful year, taking over £21,000 at the bar.

Shipmate J. Ashcroft who, as reported in the February issue of the paper, was winner of the Area Standard Bearer's Cup, was presented with the trophy by the branch president, Shipmate G. J. Sheldon.

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H.M.S. Valiant

The Commanding Officer of H.M. Submarine Valiant (Cdr. P. G. M. Herbert, R.N.), one of the Navy's new nuclear submarines, would be interested to hear from any officers and ratings who have served with former ships of this name.

The submarine is nearing completion, and will be launched about mid-July.

Letters should be addressed to The Commanding Officer, H.M.S. Valiant, c/o Messrs. Vickers (Shipbuilders), Ltd., Barrow in Furness, Lancs.

President at Aldeburgh

ADMIRAL Sir Frederick Parham, president of the Royal Naval Association and a former Commander-in-Chief, The Nore, was "piped" aboard the "Mess deck" when he attended the annual dinner of No. 5 Area at Aldeburgh on May 14.

The president was welcomed by the area chairman, Shipmate G. P. Ward, and as a Royal Marine bugler from H.M.S. sounded the General Salute, an Admiral's flag was unfurled from a staff erected on the stage.

The Admiral was accompanied by the Mayor, Alderman Mrs. Grace Agate, who is an associate member of the Aldeburgh branch of the Association, and Capt. F. Watson, R.N., commanding officer H.M.S. Ganges.

Referring to the presence of the Mayor, Admiral Parham, in his speech, said how pleased he was to see the link which had been forged between the Aldeburgh branch and the civic authorities.

Capt. E. H. Stern, vice-president of No. 5 Area, proposed the toast to the Association. Earlier he had presented a gavel and block to the area chairman.

Toasts to the guests were proposed by Capt. H. J. Murphy, president of the Aldeburgh branch. The Mayor, Admiral Parham, and Capt. Watson all responded.

The chairman of the Aldeburgh branch, Shipmate B. Akehurst, proposed the toast to Absent Friends and Departed Shipmates.

Lincoln has new premises

LINCOLN branch of the Royal Naval Association now has new premises. The new headquarters stand in its own grounds with plenty of space for parking.

The opening ceremony was performed on June 4 by Rear-Admiral R. St. V. Sherbrooke, V.C., who was accompanied by the Mayor of Lincoln and other civic dignitaries.

Although there was a good gathering of shipmates, a number from Grimsby who would have liked to have been present were on a good job of work, for the branch was responsible for organising the King George V flag day, and had to split its forces.

The next meeting of No. 9 Area is to be held in the Town Hall at Grimsby on July 16.

Jutland man saw nothing of battle

Among those who rendezvoused off Jutland on May 31 to commemorate the 50th anniversary of the Battle of Jutland was Mr. Joseph Bickerton, secretary of Preston branch of the Royal Naval Association.

Mr. Bickerton was one of about half a dozen Royal Naval Association shipmates who were taken to the scene in two warships, H.M. Ships Dainty and Defender. Mr. Bickerton was in Defender.

The British Jutland veterans, with other veterans from Germany, dropped wreaths in memory of those who lost their lives during the battle.

Although serving in the battleship H.M.S. Thunderer, Mr. Bickerton did not see anything of the battle. He said: "I was an officers' steward, and had to stay below decks all the time."

Mr. Bickerton celebrated two "jubilees" in May for, 11 days before the battle, he was married.

ADMIRAL'S STEWARD DIES

Information has been received of the death of Frank Wardle, a Chief Steward, who was well known in the Portsmouth area.

He left the Navy in 1960, his last years in the Service being spent in the Royal Naval Barracks, Portsmouth, where he is still remembered.

During his service he was on the staff of at least two Admirals —Amiral Sir Sidney Raw and Admiral Sir Guy Grantham.

Admiral Grantham referred to him as a most loyal, efficient and resourceful Chief Steward, and for whom the Admiral and his family had the greatest admiration.

Two Admirals at Ringwood dance

The branch president, Admiral Sir Gordon Hubback, and the branch vice-president, Admiral Sir Wilfrid Woods, both newly elected to their offices in the Ringwood branch of the Royal Naval Association, were present at a most successful dance run by the branch on May 14.

Lady Hubback and Lady Woods were also present. Lady Hubback is a branch member by virtue of her service with the W.R.N.S., and Lady Woods has accepted associate membership.

The branch chairman, Shipmate R. A. Stevens, presented both ladies with their Association badges during the evening.

The whole evening went "with a swing," and the Ringwood members were pleased to be able to welcome members from Bournemouth and the newly formed Christchurch branches.

A founder-member of the Christchurch branch is Shipmate Piper (Snr.). It was a loss to Ringwood when he joined Christchurch, but all the Ringwood members congratulate him of the successful commissioning of their "sister ship."

The branch naturally hopes that Shipmate Piper (Jnr.) will not "follow in father's footsteps," as he is needed as Ringwood's social secretary to organise further functions.

Five new members have been enrolled in recent weeks.

TAMWORTH STILL NEED LIFE-BELT

When the Tamworth branch of the Royal Naval Association dedicated its Standard at St. Edithas's Church on May 22, about 200 shipmates of No. 8 Area and guests were present.

Led by the Coventry Sea Cadet Corps Band, and supported by branch Standards from Lichfield, Bloxwich, Cannock, Edgbaston and Ladywood, Coventry and Hickley, together with Standards of local British Legion and Royal Air Force branches, the shipmates marched through Tamworth, adding a touch of colour to the town and "putting the Royal Navy on the map in the area."

The service of dedication was conducted by the Rev. A. Edwards. With him was the Mayor of Tamworth, Councillor Trevor Willcocks, and Lieut. A. Berrisford, R.N.V.R., of the Lichfield branch, who read the lessons.

The Last Post was sounded by members of the band and a wreath was laid on the church memorial by the Tamworth shipmates.

After the service there was a march past, when the Mayor and Lieut. Berrisford took the salute.

Some months ago the Tamworth shipmates made an appeal asking any branch with a spare ship's life-belt to send it along to the branch, but up to date there has been no response. Tamworth says "Please have another look, shipmates."

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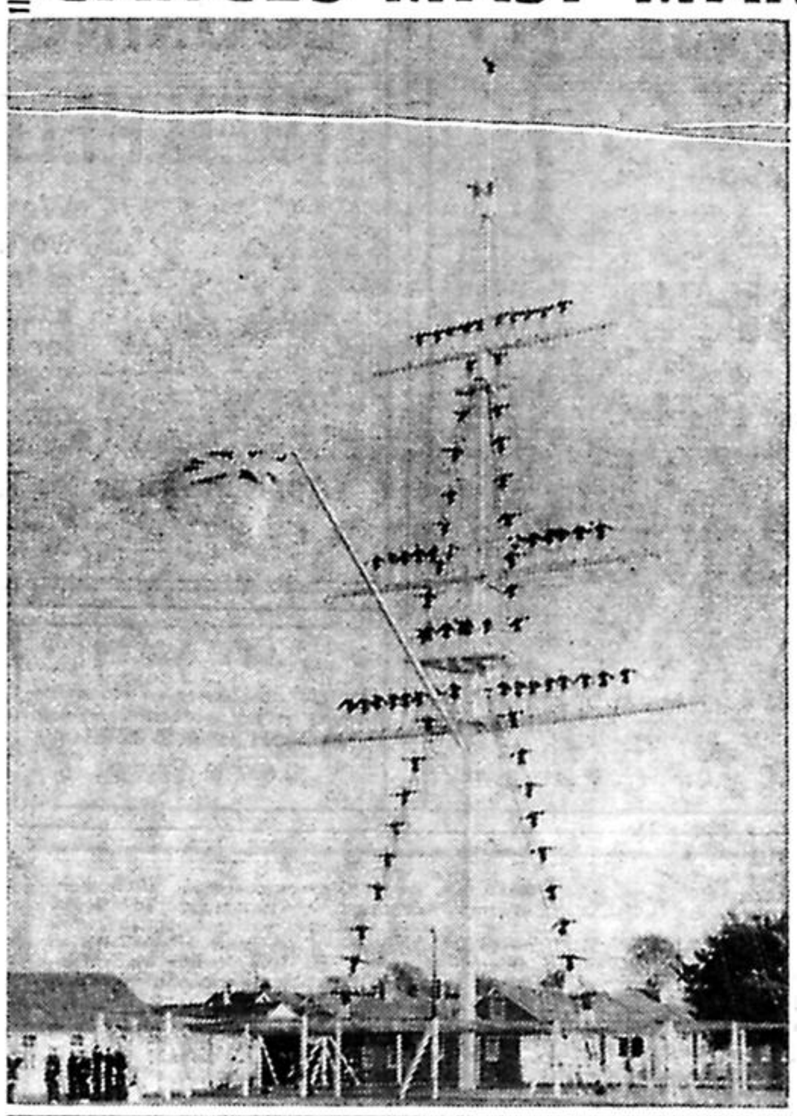
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GANGES MAST-MANNING—LAST OF THE SPECTACULARS



THERE is keen competition among the Juniors in H.M.S. Ganges to be the "button boy"—the one to stand on the truck of the 143-foot mast. The mast is to be ceremoniously manned on July 21—Mast Manning Day—when the principal guest will be the Minister of Defence for the Royal Navy, Mr. J. P. W. Mallalieu, and on Parents' Day, July 23. This year marks 100 years of training Juniors for the Royal Navy in H.M.S. Ganges, and the ceremonies are planned to match the importance of the occasion. They are unlikely, ever again, to be carried out on such a scale. The "button boys" this year are (subject to change) Junior Rad. Op. Raymond Arnold (from Chatteris, Cambs), and Junior Richard Niemiec (from Sevenoaks).

Four-fold increase in eight months

The Tyne branch of the Royal Naval Association opened its new club premises at 24 Cloth Street, Newcastle upon Tyne, last November, and since then the membership of the branch has gone from 80 to 386—a remarkable achievement.

The new headquarters also house the Association of Wrens, the Submarine Old Comrades' Association, and the Dunkirk Veterans.

A new member of the Veterans is Tyne's president, Capt. G. Maund, D.S.O., R.N., who gained his decoration for his work on Dunkirk beaches.

The Tyne members entertained a party of Chief and Petty Officers from H.M.S. Cochrane, at Rosyth, during May and on Whit Sunday a party of 62, comprising members and wives, travelled to Rosyth for Navy Days.

THIRD WIN FOR CADETS

For the third year running Portsmouth Sea Cadets of the T. S. Alamein won the efficiency pendant, and on June 10 the Lord Mayor of Portsmouth (Coun. C. A. Worley) presented the award to Lieut. S. Barnett, commanding officer.

The Boyd Badge and the Montgomery of Alamein Shield were presented to Cadet Martin Power.

Milk for Matelots

The "A" and "B" field gun crews of the Portsmouth Command gave a public display at Whale Island on June 23 and afterwards were handed pints of milk by the Dairy Maid of Southampton, Miss Pamela Hill, and the Dairy Princess of the South, Miss Bernadette Dann.

The Portsmouth Festival Committee gave the milk as part of the National Dairy Festival.

A band display was given by the Royal Marines Volunteer Boys Corps previous to the gun run, and was well applauded by the hundreds of spectators.

As an example of what a crowd can do, a best time of 2 mins. 54.9 sec. was recorded by the "A" crew.

While the crews are at Earls Court this year for the Royal Tournament, each member will receive, from the Dairy Festival Committee, free Pintas each day for the three weeks of the Tournament.

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JUNE **1966** JULY

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2. Apply in writing to the Chief Constable, Admiralty Constabulary, Ministry of Defence, Empress State Building, London S.W.6. Serving Naval personnel should apply through their Commanding Officer.

Records broken

THE Infantry Training Unit, Royal Marines, retained the Inter-Unit Athletic Trophy at the Victory Stadium, Portsmouth, on June 9 and 10, with 127 points. The Royal Marine Depot was second with 109 points, and the R.M. Barracks, Eastney, were third with 54 points.

During the meeting five Royal Marine records were beaten as well as one Royal Navy record.

Cpl. John Watts, of the R.M. Depot, with a throw of 159 ft. 4½ in. in the discus event, broke the Navy record by 6 ft. 5½ in., and the Marine record by 11 ft. In the shot event, Cpl. Watts broke the previous R.M. record of 46 ft. 10½ in. by 1 ft. 11½ in.

Cpl. Harris (Inf. Trg. Unit) broke the Corps record for the hammer, which has stood since 1962 at 113 ft. 3½ in., with a throw of 115 ft. 10 in.

The 880 yards was won by Marine Douglas (Inf. Trg. Unit) in a new record time of 2 min. 2.5 sec. He also won the mile in 4 min. 38.9 sec.

L. E. M. De-Looze, of the Amphibious Training Unit jumped 21 ft. 1 in. in the long jump to beat the existing record by 3 in., and after winning the high jump with a jump of 5 ft. 5 in., Cpl. Muir (Indiv.) created a new Corps record with a leap of 5 ft. 9 in.

H.M.S. Whitby, the anti-submarine frigate, recommissioned at Portsmouth on July 1, for the 20th Frigate Squadron.

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'TEN TORS' WINNERS

Junior Engineer Mechanic ratings from H.M.S. Hermes came first out of 172 teams in the 16-18-year age group in the National Ten Tors competition of 1966. The competition, during which teams had to walk 50 miles and climb 10 tors on Dartmoor, drew competitors from all parts of the country. From left to right: Bernard Allack (from Micleover), Neil Howett (North Walsham), Paul Saw (Oldham), Barry Roberts (Doncaster, team leader), Tom Barker (Darlington) and David Jardine (Kirkmichael)

No gyms in ships but keen men helped to keep fit

THE days, weeks, and even months, that ships spend at sea nowadays, are not conducive to keeping in the peak condition in the many sports which Navy men enjoy. Weight-lifting, skipping, and so on can be exercised almost anywhere, but road work, running, cycling—to say nothing of practice matches for football, cricket, etc.—are so often out of the question.

Despite the disadvantages, sportwise, inherent in the Navy way of life, there are, however, many advantages and facilities for the man who is keen on his sport.

In H.M.S. Condor, the R.N. Air Station at Arbroath, where air engineering ratings are trained, excellent facilities exist, not only for the traditional games, but also for such pursuits as gliding, sailing, ski-ing, mountaineering, and sub-aqua activities.

Cheap gliding

GLIDING for a civilian can be a costly sport, but in Condor it is possible to learn to fly solo for as little as 17s. 6d. The normal club member gets his flying for 2s. 6d. per launch.

Initiates can learn to sail in perfect safety in Bosuns, Enterprises, and Olympic dinghies on Loch Rescobie, only eight miles from the air station, where there is a club house and the normal facilities of a sailing club.

The Condor Ski Club has a well furnished club hut in the rapidly developing Grampian ski slopes. Instruction is available and there is plenty of equipment for loan.

All trainees in Condor become acquainted with living in the Grampians by the Venture Training phase of their normal courses, and the Condor Mountain Club exists for those who wish to become experienced in rock climbing.

There is a Mountain Rescue Unit which works with the R.A.F. rescue organisation, and is frequently called out on rescue operations. It has saved one life so far this year.

Sub-aqua activities

THE Condor Sub-Aqua club, which has many enthusiastic members, possesses the most up-to-date equipment, and the local authorities have been grateful to call out for underwater search and rescue on several occasions.

As yet there is no Sport Parachuting club in H.M.S. Condor, but the station is holding its Air Day on July 23, and there will be "drops" by the Scottish Parachute Club.

Cycling Star

TO the keen sportsman, even when serving in a small ship, facilities and privileges can nearly always be made available.

As an example M.(E) 1/c Michael Dingledein, serving in H.M.S. Lynx, which spends much time on patrols, is nearly always first over the brow and away on a hard 25-30 miles cycle ride, a spin repeated every day the ship is in port.

This irregular training, however, has paid dividends. Dingledein joined the R.N. Cycling Association three years ago and in 1964 earned his Navy Club colours, and in 1965 he was Navy champion at 25, 50 and 100 miles, mass start champion and won the 12-hour time trial, covering 236 miles, 1,752 yards.

When Lynx was recently in Trinidad, he did so well in a local cycling meeting that he was invited to join an England representative team, the team getting a second and two third places.

Still on cycling, the Royal Navy was toppled from the champion position in the Service track cycling championships at Portsmouth on June 18, being succeeded by the Army. The Royal Air Force, champions from 1959 to 1964, were second.

SPORTING ROUND-UP

Boxer's move

LIEUT. A. F. (Buster) Brown, R.N., heavyweight Navy boxing champion in 1948, and who has been Staff Physical Training Officer, Scotland and Northern Ireland Command for the past two-and-a-half years, has joined H.M.S. Sultan, at Gosport.

He has been responsible for all sport and recreation, and his last big event was the Royal Navy (Scotland) Athletics Championships at Rosyth on June 15, H.M.S. Fulmar winning the Northern Air Stations Athletic cup and the R.N. (Scotland) cup.

One lap short

THE Naval Air Command athletic championships were held at Southampton on June 16 and 17, the Scottish air stations, Lossiemouth and Arbroath taking first and second places respectively.

A lap recording error possibly prevented a new Navy record for the 3,000 metres steeplechase event. Lieut. Brown, of R.N. Air Station, Brawdy, seemed certain to beat the existing time of 9 min. 16.4 sec., but the race ended one lap short in 7 min. 59 sec.

Officials said that Lieut. Brown, who was in fine fettle, was well within the record time at the end.

'WE'RE ALL RIGHT —ARCHIE'S BACK'

ONE of the best known men in the Fleet Air Arm today is P.O. (A.H.1) "Archie" Brew, who will lead the Air Command team in the annual field gun competition in the Royal Tournament at Earls Court.

"Archie" Brew was born in Aberdeen, joining the Navy in 1950 at the age of 17. At H.M.S. Siskin he represented the Service in the 100 yards free-style swimming event.

After service in H.M.S. Illustrious (1952-53) he was in the Naval Air Command team which won the fire-fighting competition for H.M.S. Condor.

In 1954, Petty Officer Brew appeared at Earls Court for the first time.

In 1957, at Arbroath, he boxed for the station and represented the Navy at water polo for the first time.

Field-gunning brought him south, and he was in the Fleet Air Arm crew of 1958. In 1959 he took part in the field gun crew which toured the U.S.A.

"Archie" Brew was back in the field gun team in 1961. That year all three cups were won.

In 1962 he captained the Navy water polo team before joining H.M.S. Hermes.

Returning to England in 1964, he captained the Navy water polo team again before joining the Air Command field gun crew as second trainer in 1965.

That year both Fleet Air Arm crews broke the "three-minute barrier."

This year he is the No. 1 trainer, and at Lee-on-Solent there is a feeling: "We're all right—'Archie' Brew is back."



P.O. "Archie" Brew

SHOT TO SUCCESS

Wren Elaine Read (18), who joined the W.R.N.S. in September, 1965, has become the Wren's rifle shooting champion of the Naval Air Command.

Elaine, of Cwmbram, Mon. is an aircraft mechanic at R.N. Air Station, Brawdy, and has only been interested in shooting since joining the Wrens.

Her interests include swimming, tennis and canoeing. She has also toured France, Belgium and Italy on a scooter, another of her spare-time pursuits.



Wren Elaine Read

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